

AUTOSPORT

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EVERY FRIDAY

Vol. 5 No. 24

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

THE 34TH GLOUCESTER TRIAL : HINTS ON SPECTATING : TRIALS—THEIR TRIBULATIONS

THE 1½-LITRE BORGLAND SPORTS-RACING CAR : A REALLY CHEAP SMALL CAR

JOHN BOLSTER • JOHN HALL • "HIGH PEAK" • "AENEAS"

GRACE . . . SPACE . . . PACE



JAGUAR

The finest car of its class in the world

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 5 No. 24

December 12, 1952

Managing Editor: GREGOR GRANT

Assistant Editor - C. POSTHUMUS
Chief Photographer - GEORGE PHILLIPS
North of England - FRANCIS N. PENN
Continental Correspondent - GERARD CROMBAC

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EDITORIAL

NEXT week-end the most important event of the trials season is due to take place, the annual R.A.C. British Trials Drivers' Championship. Apart from competitors from Northern Ireland and Scotland who are chosen by a different system, all English drivers qualify during the year in a series of events designated as "classics". In this issue, a contributor draws attention to some of the shortcomings of this method of selection, and points out that the continued participation in these events by drivers who have already qualified for the Championship proper, is apt to keep out others who may require only a point or two to enable them to be invited. It is suggested that the fortunate people who have already qualified should not be allowed to affect the chances of those who have not managed to score the necessary points. In other words, although the awards list should not be affected in any way, the general classification to determine Championship qualifiers should omit those already certain of inclusion. As an alternative, the same contributor suggests the adoption of "seeding", whereby the first few places in the Championship Trial should ensure an invitation to the following year's event, for those lucky enough to secure them.

AUTOSPORT feels that both these suggestions are worth studying by the R.A.C. Competitions Committee, as there undoubtedly is a certain amount of dissatisfaction about the present method of selecting entries.

* * *

THE problem of detecting rear axles which do not completely comply with trials regulations was believed to have been solved by the introduction of the "roller test". This test does prove conclusively whether or not axles are as free as they might be, and is accepted by all regular competitors. However, it is true that all clubs do not possess the necessary apparatus, and have to depend on the older "jacking-up" method during scrutineering. Naturally, this is not nearly so infallible as the "roller test", and in fairness to all trials competitors, AUTOSPORT feels that the method of testing axles should be standardized for all events which have a bearing on the R.A.C. Championship, and the B.T.D.A. "Star". This matter should be discussed at the forthcoming A.G.M. of the British Trials Drivers' Association, with a view to the general adoption of the well-proved "roller test".

OUR COVER PICTURE

PERFECTLY STANDARD: The M.C.C. are noted for entries in their events which are largely made up of normal production cars. The "classic" Exeter Trial is due to take place on 2nd and 3rd January, 1953. Here is P. P. Ford (Javelin), tackling a typical M.C.C. hill—Darracott—in last Easter's "Lands End".



FAIR COMMENT: Miss Bromfield, Miss A. E. Horniblow, Mrs. D. O'M. Taylor and Mrs. H. R. Dowler can be seen in this group at the Midland Motoring Enthusiasts' Club's annual dinner/dance at the Imperial Hotel, Birmingham, on 4th December.

PIT AND PADDOCK

COLIN CHAPMAN is going into limited production with his Consul-powered Lotus sports-cars.

SIR JAMES SCOTT-DOUGLAS, BART., has accepted the Presidency of the Bristol M.C. & L.C.C.

JOHN BARBER and Alan Brown are going to South America with Cooper-Bristols to take part in the races in Brazil and Argentina.

ACCORDING to normally reliable sources, a prominent 500 c.c. driver has acquired an A.J.S. "Porcupine" engine for next season.

GRAHAM GRINDALL is going to South America as racing manager for Ecurie Francorchamps. They will be represented by two F2 Ferraris and a G.P. Talbot.

FANGIO flew to Buenos Aires recently. He states he is now in excellent health and hopes to take part in the Formula 2 Argentine G.P. on 18th January.

JEAN BEHRA, who crashed his Gordini while leading Stage 2 of the Pan-American Road Race, is recovering from his injuries, and has now left the Puebla hospital. The Governor-General of Puebla province, Rafael Camacho, insisted on sending his personal doctor to tend the Frenchman, whose accident aroused the sympathies of numerous admirers; the hospital telephone was inundated with calls daily!

BIG Italian industrial group may take on the production of Enzo Ferrari's new 300 c.c. midget, the "Ferrarina".

NOTWEN OILS have issued a handy little folder for Continental tourists, giving British/metric conversion tables and a list of motoring terms in English and French. Write to Competitions Dept., Holt Street, Birmingham, 7, if you'd like one.

BRISTOLS have applied for an entry for three cars for the 1953 Le Mans 24 Hours Race. They will, in all probability, be based on the Hodkin-designed E.R.A., which raced in 1952 F2 events as a quasi-single-seater.

THAT most useful aid to motorists, the R.A.C. pocket-size Lighting-up Time Table and Mileage Indicator, is now available for 1953, on application from any R.A.C. office.

MIKE ("TRAILER") LAWSON broke all his own rules by arriving with Lotus for the "Glo'ster" accompanied by an A70 saloon. We are, however, prepared to believe that Lotus towed the saloon to the start and not vice versa.

DOROTHY TRACEY finished up the "Glo'ster" with a beautiful black eye after passengering Ken Rawlings in Buttercup. Said to have been the result of too close contact with the windscreen, nevertheless both Lew Tracey and Ken Rawlings have had to do a lot of explaining—most of which is disbelieved away.

CHELTHENHAM driver I. L. Bueb, who drove an Iota with great verve last season, has become a member of a new Arnott works team. The Arnotts will all be raced with double-knocker Norton engines.

ASTON MARTINS have asked for places for three 2.9-litre cars at Le Mans, whilst Briggs Cunningham has intimated that three Cunninghams will run if accepted. Alfa Romeo wish to enter both 2-litre and 3-litre versions of the "Disco Volante". Mercedes-Benz will have at least one supercharged machine.

PHI-PHI ETANCELIN has announced his retirement from motor-racing, after more than a quarter of a century's active participation in G.P. and sports-car races. He may take part in a few events of the rally type.

STIRLING MOSS, Leslie Johnson, John Cutts and David Humphrey arrived safely at Lisbon last Saturday after covering the planned 15 countries in five days tour with a Humber Super Snipe. They arrived with about 12 hours in hand, having averaged well over 40 m.p.h., much of it on icy and snow-blocked roads, for the 3,400 miles trip.

JOE DEMBOWSKI, popular Cheltenham M.C. secretary, intends to put over an even bigger and better economy rally next season, having ironed out many of the problems encountered with the 1952 experimental affair.

A JAGUAR driven by Martino Areias won the over 3-litre class of the Tour of Portugal, and an Aston Martin was first of the 1,501-3,000 c.c. cars, driver Simon Hansen. Other class winners were Nogueira (Porsche), Valente (Simca) and Simoes (Renault).

R.A.C. de Belgique have decided not to nominate a Belgian Champion for 1952. Chief candidates were Johnny Claes, Champion for 1950 and 1951, and Paul Frère. The latter won at Chimay and was fifth at Spa this year, driving an H.W.M.

SPORTS-NEWS

MONTE CARLO RALLY

THE entry list for the Monte Carlo Rally on 20th/27th January has closed with a total of 440 entries. Competitors from each of the seven starting points number 109 from Glasgow, 88 from Monte Carlo, 47 from Stockholm, 17 from Oslo, 39 from Munich, 122 from Lisbon and 18 from Palermo.

* * *

THE R.A.C. TRIALS CHAMPIONSHIP

THE 1952 R.A.C. Trials Championship takes place in the Catterick area on 20th December. Actual venue is Gandale Moor, and the sections to be negotiated are ideal from a spectator's point of view, the ground overlooking all sections forming natural grandstands.

Actual location of the Championship will be well signed from Catterick on A1 (the Great North Road), and there should be no difficulty in finding the way to the start, and to the sections. Time of start is 10 a.m.

* * *

SEGRAVE TROPHY FOR GEOFF DUKE

NORTON works rider and 350 c.c. World Champion of 1952, 29-year-old Geoffrey E. Duke of St. Helens has been awarded the Segrave Trophy for the most outstanding performance of the year on land, sea or air. He is the first motor-cyclist to receive this honour.



RACING IN NEW ZEALAND

ON 28th February, 1953, the Motor Racing Club, Inc., of New Zealand are promoting their annual Lady Wigram Trophy race, to be contested by a scratch field in two heats and a 50-mile final, over a 2.1-mile circuit of smooth bitumen. First place in the final carries a prize of £150, plus good cash awards for place men; this is a major event in the N.Z. calendar.

Other forthcoming events are a sprint meeting organized by the Canterbury C.C. Inc., on 22nd February, a road race by the same body on 31st January, and the Ohakea Trophy races on 14th March.

* * *

A 20 MINUTES, 16 mm. film of the 1952 Tulip Rally is available free to clubs from Tyresoles Ltd. Secretaries should apply to Bryn Lewis, Sales Promotion Manager, Tyresoles Ltd., Palace of Engineering, Wembley, Middlesex.

JOHN COBB MEMORIAL TROPHY

THE B.R.D.C. has accepted a generous offer of the Vacuum Oil Co., Ltd., to present to the club a Perpetual Trophy to be known as The John Cobb Memorial Trophy.

The club has appointed a sub-committee consisting of Lord Howe, Lt.-Col. "Goldie" Gardner, George Abecassis and Peter Whitehead to draw up the conditions of award. In this task they will bear in mind that throughout his sporting career not only did John Cobb by his successes contribute greatly to British prestige throughout the world, but he also demonstrated that kindness and efficiency can go hand-in-hand.

* * *

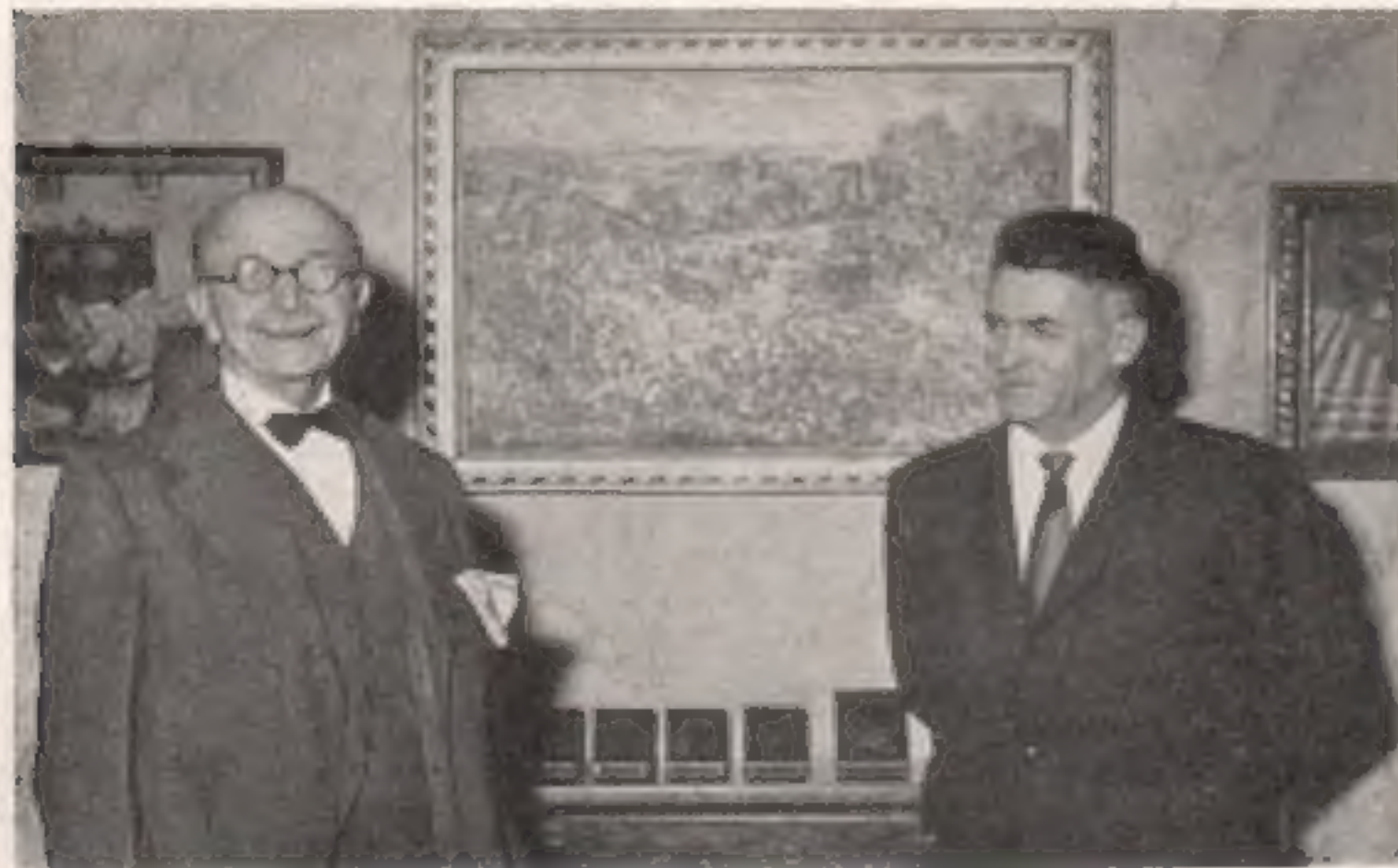
B.R.D.C. SILVER JUBILEE BANQUET AND BALL

H.R.H. THE DUKE OF EDINBURGH, K.G., K.T., as President-in-Chief, will preside at the B.R.D.C.'s Silver Jubilee Banquet and Ball at the Royal Festival Hall, London, tonight, 12th December.

The Banquet will be attended by delegates of the Automobile Clubs of many nations, including France, Belgium, Holland, Portugal, Thailand and Great Britain as well as by representatives of those sections of the British Motor Industry which support the greatest of all sports.

After the dinner, H.R.H. The Duke of Edinburgh will present to Stirling Moss the Club's 1952 Gold Star which carries with it the title of British Champion. This is the third successive year in which Moss has won this award.

FRENCH CHAMPION: The Comte Liedekerke Beaufort and Louis Rosier, 1952 Champion of France, during the reception to the latter, given by the A.C.F. on 3rd November. This is the fourth consecutive year that Rosier has won the Championship.





AUTOSPORT, DECEMBER 12, 1952

SOUTHERN STAR: E. J. Chandler, winner of the 1952 Gloucester Trial, and a hot favourite for the forthcoming R.A.C. Trials Championship.

"Glo'ster", and the London M.C. is duly grateful to the local landowners for their co-operation and enthusiasm.

There was a bit of excitement during scrutineering. Several cars failed to satisfy the officials during the jacking-up test that their differentials were as free as they might be. The entrants were permitted to see if binding brakes and so on might be interfering with the free-working of the units, and after rescruity, all were passed with the exception of two—which were allowed to take part in the trial, the

CHANDLER WINS THE "GLOUCESTER"

Wintry Weather Causes Overnight Re-Routeing of London M.C. Classic—Southern Drivers Make Best Performances

LAST Saturday's 34th Gloucester Trial, organized by the London M.C., was won by E. J. Chandler and his supercharged, Ford-engined Special. Runner-up was Wally Waring (supercharged W.H.W.-Dellow), who won the Thomas Cup for the second successive year, whilst Mike Lawson and Lotus were third best; Lawson won the Committee Cup which he last won in 1935!

The fact that the "Glo'ster" was run so successfully was in no small measure due to the enterprise of Clerk of the Course Stan Turner and his aides. Many of the planned

sections were deep in snowdrifts, and serious difficulty was anticipated in getting competitors' cars to the various hills. Undismayed, Stan Turner rallied his lieutenants, plotted a modified circuit, and sat up until the early hours of Saturday morning writing out new route cards for the 57 entrants, by hand.

Before the start at the Bear Pools Café, Rodborough Common, nr. Stroud, Ian Mackenzie trundled off in a tractor to clear the snow away from the approaches to the Henwood sections. Incidentally, the four hills used here are exclusive to the

drivers having intimated that they would put in protests. Both Ken Bailey (Bailey) and R. Oakes (E.R.H.) were docked marks for late starting.

As in the past, the "odds" and "evens" were sent off to do the circuit in opposite directions, the modified route card reading: Juniper, Wards, Ballingers, Foth Path I and II, Henwood Loop, Hoskins, The Gulf and the special tests at Knapp. Both Sawmills and Grassy Bank sections had to be deleted owing to the snow.

Juniper was not frightfully

★
LORRY-BORNE: The problem of transporting trials cars has been solved by the West Riders team, the cars belonging to Cuth Harrison, Edward Harrison and Gordon Mosby being brought from Yorkshire on this lorry.



(Right) Sydney Allard starts off Reg Phillips (Le Tour) in the special test at Knapp.



(Below) Ken Rawlings watches his spinning rear wheels before making second best time in the first Knapp test.



Ballingers also defeated the entire entry. Furthest up here were Chappell, Percy Clegg (Clegg), D. W. Price, Jr. (Price II), Pat Atkinson (Atkinson), H. R. Lewis (Ford), "Doc" Hardman (Dellow) and Jack Readings (Regent)—who all managed Section 5.

Fox Path I saw Gordon Mosby (Ford) stop near the top, as did Tony Ruffitt (Cotton)—both dropping a valuable mark. John Lilley (Wharton) halted half-way up, but with the exception of Curwen's Austin Seven which failed gallantly within inches of the finish, every other car was urged successfully to the top.

Rex Chappell again took the honours. His Cotton was furthest up Fox Path 2. Others who came pretty near his mark were Cuth

difficult this year, and no less than 35 entrants gained full marks. Amongst those who stopped within sight of the finish were Lou Oliver (Oliver), Cyril Corbishley (C.C.S.) and Ken Rawlings (Buttercup).

Wards, on the other hand, was impossible. Car after car failed to move off the starting line, and marshals anticipated having the unique distinction of submitting sheets with great big "Os" opposite each competitor. However, Rex Chappell (Cotton) spoiled this by actually moving off and getting into Section I before he too spun to a standstill.



(Right) Alex Francis's passenger warns the driver that his H.R.G. Mercury's rear wheels are not yet over line B at Knapp.

Chandler Wins the "Gloucester"—*contd.* Harrison (Harford III), John Lilley (Wharton), Lew Tracey (Dellow), Norman Terry (Dellow), F. Harrison (F.H.2), Percy Clegg (Clegg), Wally Waring (W.H.W.-Dellow), E. A. Jauncey (Otter), G. S. Edwards (Eardon), E. J. Chandler (Chandler), D. W. Price, Jr. (Price II), Mike Lawson (Lotus IV), H. R. Lewis (Ford) and R. E. C. Brookes (E.R.P.).

Henwood Loop was an entirely new section in the woods at the foot of Henwood. This turned out to be a very difficult section indeed, and only Wally Waring and E. J. Chandler managed to conquer it. Mike Lawson made a gallant attempt, and got into Section 5 before stopping—Margaret Lawson almost breathless with energetic bumping. Others who merited applause were Gordon Mosby and Ron Faulkner, who both reached Section 5.

Hoskins was another brand new affair, but this time no one saw the "Observed Section Ends" sign. Chandler was highest up, and others who came pretty near to his Section 6 effort were Gordon Mosby, Faulkner, Cuth Harrison, F. Harrison and Waring.

Owing to the snow, The Gulf had to be simplified and consequently did not take its usual toll, only about 25 per cent. of the entry losing marks. If prizes were given for spectacular performances, these would surely have gone to Ken Rawlings (Buttercup) and Alex Francis (H.R.G.-Mercury), who both treated the section like a speed hill-climb and did some exciting slides. Dave Price had the wretched luck to clip a tree, just as he was going through non-stop.

Sydney Allard, who had experienced great difficulty in getting to the trial owing to the fog—his Allard "Safari" bore visible traces of minor contacts—was i./c. the special tests at Knapp, where Maurice Wick operated the watches.

Owing to the icy road, Test 2 had to be modified as a straight acceleration and braking affair, in place of the planned U-turn. In the morning competitors skated past the finishing line to stop many yards past the line.

Best times in Test 1, the forwards-and-reversing manoeuvre were put up by Cuth Harrison (9 secs.), Ken Rawlings (9.2 secs.) and Reg Phillips (9.5 secs.). Best in the second test were Rawlings (5.4 secs.) and A. G.

Curwen and Gordon Mosby, each 5.6 secs.

It was still broad daylight when the last competitor checked in at the Bear Pools Café. This was Ken Bailey, whose car arrived in a cloud of steam, having suffered from chronic overheating all day. Results were available with the usual celerity with which one has come to associate with the London M.C.

RESULTS

The Gloucester Challenge Cup: E. J. Chandler (1,172 Chandler S), 47 marks.

The Thomas Challenge Cup: Wally Waring (1,196 W.H.W.-Dellow S), 46.

The Committee Challenge Cup: Mike Lawson (1,172 Lotus IV), 43.

1st Class Awards: Rex Chappell (1,172 Cotton IV), 42; F. Harrison (1,172 F.H.2), 41; Ron Faulkner (1,196 Paul), 41; D. Price, Jr. (1,172 Price II), 41; Cuth Harrison (1,172 Harford IV), 41; Reg Phillips (1,172 Le Tout), 41; Gilbert Best (1,172 Ausford), 40.

2nd Class Awards: Pat Atkinson (1,250 Atkinson), 40; Gordon Mosby (1,172 Ford), 39; Tony Rumbitt (1,172 Cotton II), 39; R. Oakes, 39; L. J. Oliver (1,172 Oliver), 38; R. E. Brookes (1,172 E.R.P.).

Team Award: Southern Lights (Faulkner, Waring and Rumbitt).

Entry 57: Non-starters 7; Retirements nil.

NOVEL IGNITION KEY RINGS

RICHARD E. V. GOMM, Electro-Plate and Brass Wear Manufacturers, have introduced a novel line in ignition key rings, incorporating hand enamelled car badges, with general finish in silver-plate. Available at present are Austin, Ford, Standard and Morris, but M.G., Hillman, Vauxhall and Wolseley will be ready shortly. They are obtainable from most garages, or from the makers at 2s., including postage, at 16 Sutton Street, Aston Road North, Birmingham, 6.

SACKCLOTH AND ASHES

DUDLEY CORAM wishes to ask forgiveness for his mis-statements in the last few lines of his "Aston Martin Saga" which appeared in last week's issue.

He says, "I, of all people, should have known who won what trophy!"

The reference to the special trophy for 2-litre Astons should have read: "The St. John Horsfall Memorial Trophy", presented by the Horsfall family, this year's winner being Ernest Stapleton, and the runner-up Peter Stewart, both having

put in a full season (printer's error) of racing at Silverstone, Snetterton, Goodwood and elsewhere".

RACING AT CRYSTAL PALACE Hopes for F2, F3 and Sports-car Events

IT is almost certain that at least four car-racing events will take place on the Crystal Palace road-racing circuit next year, under an organizing committee representative of clubs noted for staging successful race-meetings. It is expected that two of the planned meetings will be mainly for Formula 3 machines, and the others devoted to F2 and sports-cars. The staging of a Coronation meeting is under consideration.

THIRTEEN DAYS TO CHRISTMAS

—and you still haven't made up your mind what to buy. There is, of course, a simple solution. Why not give a year's subscription to AUTOSPORT? No gift would be appreciated more by any motor sporting enthusiast.

THE APPELYARDS FOR "THE MONTE"

IAN and Pat Appleyard will, after all, take part in the 1953 Monte Carlo Rally. They will drive a Mark VII Jaguar. Dorothy Stanley-Turner and Nancy Mitchell will co-drive in a 3-litre Alvis saloon. Mike Hawthorn has withdrawn from the Sunbeam-Talbot team owing to his engagements with Scuderia Ferrari. The Mercedes-Benz official team may consist of three 3-litre 300S saloons if this recently-introduced type is eligible. If not, Kling, Lang and Riess will drive the Type 300. Louis Rosier has returned to his 1951 love, a 4CV Renault.

TUDOR "CORONATION" ACCESSORIES

SEVERAL interesting "Coronation" souvenirs have been produced by Tudor Accessories Ltd., Silverdale Road, Hayes, Middlesex. They comprise: Radiator badge, with either gilt or chromium-plated background (25s.), key ring badge and chain (5s. 10d.), key ring badge on anti-rattle leather fob, and chain (7s. 6d.), Coronation flag with chromium-plated fixing rod (6s.).

SPEED WITH ELEGANCE

ITALIAN coachwork is world-famed for its graceful simplicity, and these pictures of various products of the Siat Company of Turin emphasize how balanced beauty in a car can be achieved without resort to frills and eccentricity in form. The bodies are produced by established concerns such as Stabilimenti Farina, Bertone and others, while the chassis are exclusively the work of Siat, who have been manufacturing car accessories and numerous "aids to performance" ever since 1926.

Engines are basically Fiat as a rule, or, in the case of the 750 Spider, American Crosley, but Siat can adapt other units as well; special heads, valves,



CROSLEY-POWERED: (Above) The attractive "750 Spider" has a U.S.-built Crosley four-cylinder o.h.v. engine of 721 c.c. in a special light chassis with transverse leaf spring l.f.s. Brakes are hydraulic. Other suitable power units can be adapted.



1400 GRAN SPORT: (Left) This model utilizes a 1,395 c.c. Fiat engine, fitted with twin carburetors and giving 65 b.h.p. at 5,000 r.p.m. Bodywork is by Farina. The chassis has l.f.s. and semi-elliptic rear springs. Speed is 90 m.p.h., which can be augmented by further engine modifications.

DAINA COUPE (Right) A beautiful Stabilimenti Farina body on a chassis similar to the Gran Sport; a 1,480 c.c. engine giving 76 b.h.p. at 5,500 r.p.m. can also be fitted. Borrani light alloy wire wheels are fitted to this model.



GRAN TURISMO V8: (Below) Over 110 m.p.h. can be reached in this "Berlina", fitted with the Fiat 8V 2-litre engine, and all-round independent suspension. The radiator in this case is a separate unit, mounted vertically in classic style.



camshafts, manifolds, twin carburetors, etc., etc., boost the performance of standard engines to a remarkable degree, as the Siat competition record testifies. Siat Spiders are now reaching the American market and are enjoying many successes in 750 c.c. class events.

The growth of Siat in recent years has a parallel in that of the Jaguar Company, which sprang from a sidecar manufacturing concern, then, in the S.S. car, adapted Standard engines and components to their own body designs; the S.S. Jaguars followed, with specially produced power-units, culminating in the highly successful all-Jaguar products we know today. Should Siat, too, decide to build their own engines, another Italian high-performance marque will be born, to line up with Alfa Romeo, Ferrari, Maserati, Lancia and Fiat.

EARLY SPECIALIZATION: Only one special, the famous four-wheel-driven Anderson, is seen in this line-up of standard sports-cars about to attack a hill in a pre-war sporting trial.



of course, be necessary to transport competing machines, for then there would be no question as to their unsuitability for use on normal roads.

This writer, with memories of having to leave his immobilized machine in some out-of-the-way farmyard, and cadge lifts back to civilization, does sympathize with people who make provision for such calamities by arranging for alternative transport. On the other hand, he has even more sympathy for the dozens of enthusiasts who are forced to drive their cars to and from events, and whose financial state does not permit the luxury of towing or other means of transportation.

Again, the present method of qualifying for the R.A.C. Trials Championship is apt to discourage any drivers other than the "regulars". True, the majority of competitors in this "Blue Riband" event are bound to be top-liners, but, apart from the Scottish and Northern Ireland representatives, who do not take part in the qualifying events, it can be shown that a complete "closed-shop" system could be operated.

The "regulars", by competing in every possible qualifying event, can prevent many other drivers from obtaining the necessary qualification. I do not mean to state that this actually has been done, but the fact remains that the present system does leave itself open to the procedure described. A modification whereby competitors who have already qualified for the

TRIALS—THEIR TRIBULATIONS

Can Anything be Done to Encourage More Entries?—Effect of the R.A.C. Championship and B.T.D.A. "Star" on Present-day Events

By "HIGH PEAK"

WITH the R.A.C. Trials Championship due to take place next week-end, and the destiny of the 1952 B.T.D.A. "Star" made known, the time is now opportune to study the whys and wherefores of the steady decline in popularity of trials. The huge entries for the better-known events which have prevailed for several years are now acknowledged to be things of the past, and it is no secret that organizers and competitors alike are distinctly worried.

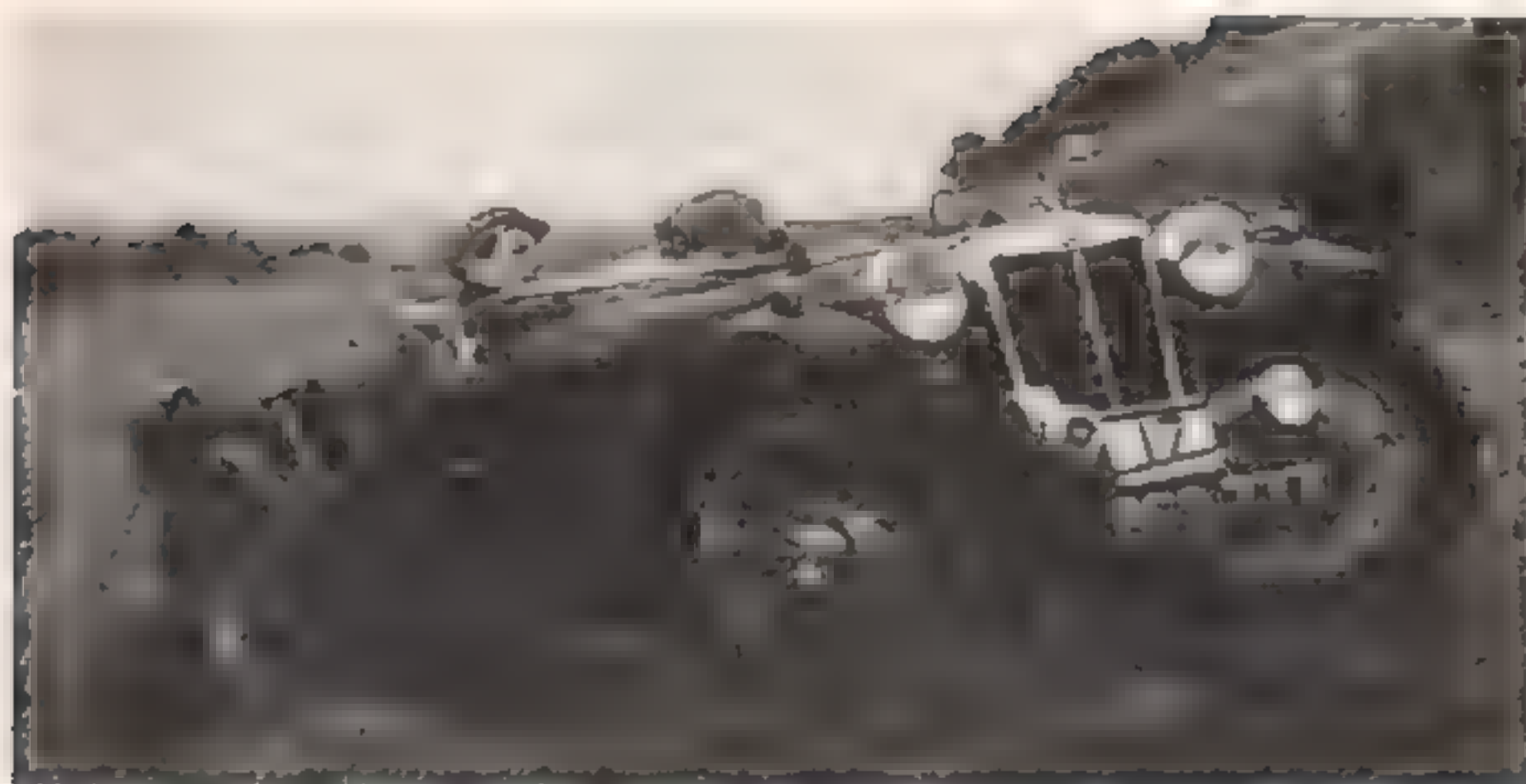
To anyone who takes part in, or follows, trials, it has long been obvious that over-specialization has caused the interest of scores of people to wane. The ordinary club members, whose "special" is more often than not his only mode of transport, feels that he (or she) cannot possibly compete against drivers whose trials cars are transported to and from events with all the paraphernalia that would be accorded a single-seater racing machine.

Whilst not criticizing the right of entrants to have their vehicles transported to trials, there is no gainsaying the fact that this almost universal practice has lost more potential trials drivers to the game than it has encouraged. There is nothing more calculated to discourage the embryo mud-plugger than the sight of so-and-so arriving for a fairly minor half-day trial, with his "special" securely loaded on an expensive trailer, and towed behind a glistening Mark VI Bentley or Mark VII Jaguar. With events of the "Auto-cross" type it would,

Championship do not affect the possible qualification of others in subsequent trials, would do much to encourage participation in the series next year of drivers who may have stood a better chance of qualification had the "already qualified" not figured in the results, and affected their placings.

Another possible method of encouraging entrants would be the adoption of a "seeding" system, based on the general classification of the previous year's championship. The first few places would guarantee the drivers, who were awarded them, an entry in the Championship, without the necessity of qualifying. They would not, of course, be banned from taking part in the qualifying series, but their performances would not be taken into account when assessing the claims for inclusion of non-seeded entrants. This would open up the series to more competitors, and cause fierce competition in the Championship Trial itself, to be amongst those "seeded" for the following year.

It is difficult to see how the B.T.D.A. could alter their present "Star" competition. As it stands now, it leads to a great deal of unnecessary worrying, brought about by the continual strain of always trying to finish at the top of the awards list. It does undoubtedly go to the most deserving driver, but in common with the Championship series, the "starred" events are tending to



★
"The old standard sports-car days are dead . . . their place has been taken by the specials with their far superior cross-country performance and extremely low maintenance costs"
 ★

affect the purely sporting aspect of our once sporting trials.

No one can criticize either the R.A.C. or the B.T.D.A. for instigating a competition to discover the year's best trials drivers, but there is a suspicion that the existence of these competitions is proving detrimental to the Sport in general. The constant bickering that often takes place after "starred" trials is proof enough that there is something wrong somewhere.

The choice of courses is dictated by organizers trying to defeat the trials specials. This year has been notable, inasmuch as many trials have actually been won on the hills. It seems to me that the introduction of "feet-and-inches" methods of assessing performance on unclimbed sections is far better than relying on the results of special tests to determine winners. Really difficult, but non-chassis-breaking, courses will always be popular with the "specialists", but naturally cannot possibly attract the owners of more normal cars.

The position of non-specials owners as regards trials is easy to determine. Few owners wish to risk their expensive, modern sports-cars in traversing cross-country stuff. In any case, their machines were not designed for use on anything other than metalled roads, and, without modifications costing possibly more than the price of building a special, are quite useless for any sort of "mud-plugging".

Even if competition tyres, locked axles and whatnot were permitted in trials, it is almost certain that owners of road cars would still not enter trials in anything like increased numbers. The old standard sports-car days are dead. They existed only because M.G.s, Singers and other small sports-cars were comparatively low-priced, and with the addition of a pair of "knobbles" could be entered with a fair hope of success in the trials of their day. The disappearance of those low-geared "buzz-boxes" is not regretted, and their place has been taken by the "specials" with their far superior cross-country performance, and extremely low maintenance costs. If it weren't for Mr. Ford of Dagenham and his superlative side-valve "Ten" engine, trials today would be in a far worse state than ever before.

It seems to this writer that the R.A.C. has seriously attempted to bring back some semblance of normality for vehicles taking part in trials. On the other hand, how many of the acknowledged "freaks" were all that successful? Cars such as Doug Cotton's admirable little specials are anything but freak machines, yet their record in trials is as impressive as anything else.

By overhauling the "Championship" and "Star" regulations, the organizers of these competitions might tempt back to the fold several drivers who are considering giving up trials, as well as encouraging new entrants.

It is a strange fact that, in a sport where there can be no monetary gain, many drivers will go to almost any lengths to win. The Championship and "Star" competitions are not entirely blameless for this state of affairs, and it would be interesting to discover from a ballot whether or not trials enthusiasts really like the existence of these "honours".

I have not touched on the regulations relating to trials cars, as I am convinced that these will sort themselves out in due course—provided that other, and more immediate, problems are ironed out.

The choice of courses is dictated by organizers trying to defeat the trials specials



PAUL SODEN (M.M.I.) WINS CONNACHT WINTER TRIAL

RUN by the Connacht Motor Club the day after their annual dinner and prize giving, the Winter Trial, a Hewison Trophy event which has now become an annual institution for Irish trials drivers, was an unqualified success despite the fact that it included no muddy sections at all. Covering a total distance of only 20 miles the course consisted of two laps of a pleasant route near Sligo Town which included a total of 11 driving tests, most of them being new and well thought out. A frosty but brilliantly sunny morning greeted the 30 competitors as they arrived at the start outside Sligo Town Hall. No time schedule was imposed but competitors were given a maximum period in which to complete the course.

Very near the start was test one, held in Hanley's Field, a zig-zag affair in and out of a maze of long planks laid down on the frosty grass. At the end of each plank was placed an oil drum and a penalty of 5 secs. was exacted for each drum dislodged. This test required skilful restraint if undesirable sliding of the front wheels was to be avoided on the frosty grass. Cecil Vard made best time here in his Ford Special, the C.F.R. his time being 20.4 secs. against the next best of 21.6 secs. by Jimmy Millard (Milpool-Morford) and Paul Soden (driving Kevin Murray's old V8-engined M.M.I.) in 22.2 secs.

At Rathellen House the course led down to Gibraltar where a slightly complicated but very interesting manoeuvre involving forward and reverse driving between pylons and markers was held in most pleasant surroundings almost down on the beach by the sea. This test was performed in the same way on both laps and some really fine performances were recorded. Paul Soden being fastest on the first lap with 28.4 secs. with Vard next 28.8 secs. and Kevin Murray (M.M.I.) third with 29.6 secs. On the second lap Vard was best with 27.4 secs. not so good as his first run. C. H. Reilly (M.G. TC) next with 29.8 secs. and Millard third with 30 secs.

At St. Anne's Church a short hill-climb round a bend and through a chicane with a reverse back down to the start with a dead engine saw Murray best first lap with 32.5 secs., Colm Hogan (1½ M.G. saloon) second in 33.4 secs. and Soden third in 33.95 secs. Second lap quickest man was A. L. "Bill" Young in his beautifully rebuilt M.G. TC with 35.8 secs., followed by Elmer Connell (Ford Special), 36.20 secs. and Billy Tamplin (6 h.p. Renault saloon) in 36.40 secs.

At the cross-roads by Ransborough School an interesting but difficult test involving one uphill reverse in and out of a number of marker cans was a nightmare for some. On the first lap Millard was best with 25 secs., followed by Miss Anita Newell who did a very neat run in her little J2 M.G. in 26.4 secs. and third was Dermot O'Clery (Dellow) who made it in 27.2 secs. Next lap positions changed to Vard 22 secs., Soden 26.4 secs. and Connell 26.8 secs.

At Red Gate Cross competitors had to cross with the front wheels a line on each of the four lanes at the cross-roads. Some weird antics were observed in front ends of some motors on the long



SPEED. Tom Lord (M.G.) with his foot down during the seaside test.

reverses here. O'Clery and Hogan tied with 31.8 secs. here for best time, an amazing performance on Hogan's part, driving a saloon! Next best were Millard and Soden, who tied with 32 secs. Second lap this test was changed to crossing all four lines in reverse, weird antics again being observed, and the positions this time were first, Murray, 44.2 secs., second, Vard, 44.6 secs. and third, Soden, 45 secs.

Back into Sligo for an interesting little dice round and through a small circuit of pylons where Vard was fastest with 22.2 secs., Soden next with 22.8 secs. and O'Clery third with 23.2 secs. Immediately after this test on the Deep Water Quay there followed an acceleration-reverse-acceleration test. Soden won this with 18.8 secs., whilst Murray and O'Clery shared next best time with 20 secs. So ended a most excellent and enjoyable trial thoroughly enjoyed by all competitors alike and the pleasanter for the very cheerful and hospitable attitude of all the organizers and officials. A special word of credit is due to Colm Hogan for his superb handling of a standard saloon car to win an award high up in the second class, a habit of his these days!

H. A. O'B

RESULTS

Premier Award: P. Soden (M.M.I.) 12½ marks.

First Class Awards: 1. C. Vard (1.172 C.F.R.), 113; 2. J. C. Millard (1.172 Milpool-Morford), 111; 3. K. P. Murray (1.240 M.M.I.), 102½; 4. E. Connell (1.172 Ford Spl.), 102; 5. D. O'Clery (1.172 Dellow), 102.

Second Class Awards: 1. V. Baker (1.172 Ford Spl.), 88½; 2. C. Hogan (M.G. 1½-litre saloon), 85; 3. C. H. Reilly (1.250 M.G. TC), 81½; 4. A. L. Young (1.250 M.G. TC), 81½; 5. K. Wilkinson (1.172 Ford Spl.), 80; 6. T. Lord (1.250 M.G. TC), 72.

Saloon Car Award: C. Hogan (M.G. 1½-litre), 85.

Best Standard Sports-Car: C. H. Reilly (M.G. TC), 81½.

NOTTINGHAM DINNER

THE George Hotel, Nottingham, was packed to capacity for the Annual Dinner Dance of the Nottingham Sports Car Club on 6th December.

In proposing "The Club", W. Harbord, the Editor of the Club Journal, said that membership was over 450 in spite of the loss of Gamston circuit, and that Club activities had, in fact, increased.

Among those present was Geoff Crossley, of Alta fame, and one of the first members of the Club.

Mrs. J. R. Weldon-Jackson kindly consented to present the awards, which were as follows:—

The "Pilkington" Trophy: N. B. Shepperson.

Navigator's Trial Trophy: B. Curtis.

The Autumn Cup Trophy: M. J. Andrew.

The "Hookey" Night Trial: J. R. Crow.

The Bugatti Owner's Club-Inter-Club Trophy: W. Kenyon, D. Ryder, The Hon. E. G. Greenall.

It is announced that the much discussed Shell film of "Le Mans" and other films will be shown to N.S.C.C. members on 21st January. Further details of this feature will be issued later.

I.O.W. RALLY CANCELLED

THE Isle of Wight 500-mile Rally, due to have been held between 10th and 14th December, has been cancelled.

B.A.R.C. (S.W.) FILMS PARTY

THE S.W. Centre of the B.A.R.C. will be holding a Film Show and Christmas Party at their headquarters, the Little Testwood Country Club, Totton, Southampton, on Friday, 19th December. The Esso "Le Mans, 1952" film will be shown, followed by informal dancing.

The first competitive event of 1953 will be a Night Navigational Trial early in February.



HANTS. AND BERKS. AND UNITED HOSPITALS' NIGHT TRIAL

Theo. Sanders (Morris Oxford) is Best Performer

ORGANIZERS Geoff Tapp, Gordon Mudgwick and Douglas Johns were faced with quite a problem on the Saturday preceding their Night Trial, because half the course lay in the thrall of "the worst fog in living memory" and a number of officials and others assumed the event was cancelled without obtaining confirmation. But with no thought of abandonment, the Three set about revising their plans and apart from their delaying the start one hour in favour of the foghound, and neatly inking alterations to the route card to eliminate the engulfed points, the whole thing ran so smoothly that one would not have guessed anything was amiss.

Of the 63 entries, 42 reported for duty, and were dispersed to the various points in the usual manner.

Start and finish was in Hindhead which, while offering commendably good visibility by London standards, wore an interesting ice film on its roads. An alfresco point was created in the Alder shot area, complete with a special test devised by Tapp, while he drove to it a few minutes in advance of the first competitor. This was a simple forwards and reverse on a straight and narrow track, without lights, and favoured those who had been motoring in London the previous evening, and to whom visibility of any sort had entered the luxury category.

The controls bore the names of famous racing drivers, and "Fischer" proved to be Bill Arklay lurking beside a lake on a track which was not really motorable, but which, nevertheless, was negotiated by one or two more enterprising types, and nobody got seriously bogged.

"Headland" was a nice point; a noticeboard on a tree at the entrance to a bridlepath near Haslemere reservoir giving a further grid reference, and the organizers' opinion was that the track was "just motorable", although the map

only showed footpaths. A drive of nearly a mile through a maze of paths, by no means as map, brought one to the marshals at a cross tracks, and again the hardier spirits pressed on into the unknown and fought their way through to civilization; the more prudent retraced their steps.

"Brandon" was an implement shed immediately beside the road, so unnaturally easy to find that the writer for one dismissed it as a built-in decoy and searched elsewhere. The sight of a succession of other competitors going straight in, coming out and motoring away naturally stirred a chord, however.

"Hawthorn" was a quarry not marked on the map, and impossible of access from the road by normal methods of plotting by reason of an impenetrable hawthorn hedge, but easy enough for those who looked in the "wrong" place and found the entrance.

TOP OFF: M. Woakes's Ford 8, with body converted to open type, at the Special Test

The *piece de resistance* was "Moss", stated to be the intersection of the 500-ft contour with A3, and it required very keen eyesight to see that the contour was not actually coincident with the road for half a mile as appeared at first glance. The stretch of road concerned was featureless and the spot had to be located by measuring about 400 yds. from the nearest fix, which was a road junction. In doing this one found the marshal readily enough parked by the road but he waved everyone away to find the actual point before he would sign the cards. A considerable area at the road side was then seen to be dotted with lights, which proved to be one of the most elaborate decoys ever. There were tables, chairs, books to read, innumerable notices saying "This Way", "No" "Back in 10 mins." "Cards Here" (they were playing cards) and a helpful map, not to scale, which vouchsafed the information that "you are about here". The point itself was quite a way up the road, and was a board in the trees giving a code word. Many experts foundered here, including Willis, Stark and Lowrey.

The fog had penetrated the area used in patches, and occasionally caused considerable time loss, but it never wholly engulfed a point so that people could not find their own cars, which is the one weather condition Night Trial organizers dread.

The best performance by Theo. Sanders occasioned no surprise, nor did second place by Bremner. But third place was G. A. Robins, whose navigator was a schoolboy, and who, during the event had to hack through a handbrake cable which was causing a wheel to lock as a result of a broken rear main leaf.

HOLLAND BIRKETT

RESULTS

1. No. 48. Theo. Sanders (Morris Oxford), H. and B., 22 marks lost; 2. No. 58. J. I. Bremner (Aprilia), best UHULMC., 26; 3. No. 21. G. A. Robins (Wyvern), best H. and B., 28. 4. No. 45. D. H. Small (Minor), H. and B., 29. 5. No. 36. T. Pigott (M.G.), H. and B., 30.

BUGATTI O.C. WELSH RALLY

PROVISIONAL RESULTS

Invicta Challenge Trophy (Best Performance): J. W. E. Banks (401 Bristol).

Runner-up: J. Moore (Plus Four Morgan).

Third: B. E. Bradnack (Mark VII Jaguar).

4. F. Preece (XK 120 Jaguar); 5. I. Siewwright (Jupiter); 6. S. Edwards (Ford Zephyr); 7. W. A. L. Cook (Type 57SC Bugatti); 8. G. M. White (Plus Four Morgan); 9. E. F. Shanks (Marauder); 10. A. Meredith-Owens (Healey).

Welsh Trial Challenge Cup (Best performance, any make): J. W. E. Banks (Bristol).

Stubberfield Trophy (Best performance, B.O.C. member driving a Bugatti): W. A. L. Cook (Type 57).

Standard Open Cars

Class 1A (Up to 1,100 c.c.): A. E. Tumin (Standard 8).

Class 1B (1,101-2,000 c.c.): N. B. Jarrett (Dellow).

Class 1C (Over 2,000 c.c.): F. Preece (XK 120 Jaguar).

Standard Closed Cars

Class 2A (Up to 1,100 c.c.): O. H. J. Davies (Morris Minor).

Class 2B (1,001-2,000 c.c.): J. W. E. Banks (Bristol).

Class 2C (Over 2,000 c.c.): J. Moore (Morgan).

Specials and Supercharged Cars: W. A. L. Cook (Bugatti).

TECHNICAL & OTHERWISE

BY JOHN BOLSTER

A REALLY CHEAP SMALL CAR

ANYBODY who has tried to get into AUTOSPORT'S offices lately will have found his way barred by mountains of paper. It represents just a little of the correspondence on the above subject; the rest has gone to my home address! Anyway, the interest in the topic is obviously immense, and we shall have to get together over a design later on. In the meantime, I feel that a few preliminary remarks may not come amiss.

First of all, there is the question of tax and insurance. It is well known that a three-wheeler is only taxed at £5 per annum, as opposed to £12 10s. 0d. next year for a four-wheeled car. What surprises many would-be "tricycle" owners is the lack of enthusiasm that insurance companies show for these machines, and their tendency to pile on the rates in consequence. Now, in the past, three-wheelers of the one-wheel-at-the-back variety have not been a good risk. Nearly all such designs must be violent over-steerers, and in consequence fundamentally unstable. Their accident rate has admittedly been high, and this accounts for the insurance companies' attitude.

The single-front-wheel version can be an extremely stable vehicle, in fact most of them steer better than all but the very best four-wheeled cars. Before deciding whether to use three wheels or four, it would be necessary to canvass insurance companies on their views. It is possible that they might charge stiff rates for any sort of tiny vehicle, because the occupants must unavoidably be more vulnerable, in the event of a collision, than those in a heavy car. We need expert advice on this point, for without cheap and complete

a decent holiday is out of the question if the vehicle mops up the juice. As a suggestion, I would postulate a 60 m.p.g. car for the whole family, or an 80 m.p.g. two-seater.

Now let's get down to this engine business. I have carried out a good deal of research on the question of the probable price and availability of power units, and the position is not quite what some readers imagine. Most of the motor-cycle units that have been suggested could certainly not be bought in quantity, and they are, in any case, more expensive than the four-cylinder water-cooled engines now used in cheap cars.

Study a dismantled "vertical-twin" motor-cycle unit, and then look over a Ford 8 h.p. or 10 h.p. car job. The number of machining operations is much greater for the twin, whereas the four is an infinitely easier production job when handled in vast quantities. The reason for the general misunderstanding is the different proportion of the completed vehicle that the engine represents in each case. In very rough figures, about a third of your money goes on the power unit when you buy a bike, but barely one-tenth when you lash out and get a car.

It is perfectly true that the flat-twin is a delightful type, and its fine balance is a great point in its favour. There is something very endearing about two big cylinders, compared with the smoother but less vigorous performance of a small four. Unfortunately, horizontally-opposed engines are apt to be expensive to make, though Citroën seems to have overcome that difficulty.

Getting right down to the cheapest form of car, we come to the air-cooled, single-cylinder two-stroke. By virtue of its simplicity, it can be made more cheaply than any other form of power unit, though the saving over a normal small car engine is not as great as one might expect. Its shining virtue, though, is its incredible pulling power at low speeds.

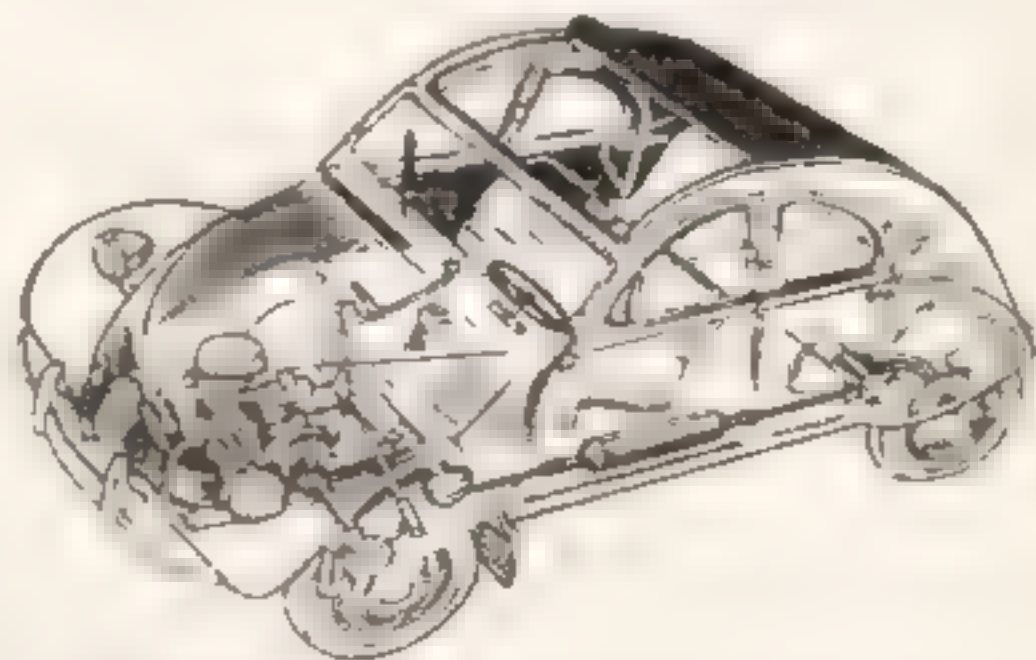
Most motor-cycle engines would be too inflexible for satisfactory car use, because their torque curves are inferior to those of units designed for the job. The



GERMAN APPROACH. The rear-engined, rear-wheel driven Champion, using a 398 c.c. twin cylinder two-stroke engine. This car is now out of production.

insurance cover, the whole project is doomed straight-away. For the same reason, home-construction kits are out, and I hope that nobody will contemplate any policy that does not give full passenger cover.

Having considered the matter of tax and insurance, there is the question of fuel consumption. It is perfectly true, as one reader has pointed out, that if one only uses the car for family outings at week-ends, a few miles per gallon don't signify much. Most people, though, will want to use the conveyance for going to work, or at least to the station every day. In addition,



FRENCH APPROACH. Utility, not elegance, is the Citroën 2CV's chief characteristic. A flat-twin engine of 375 c.c. drives the front wheels.

two-stroke, however, has ideal characteristics, and whereas its slogging power may not be greatly appreciated in a cycle frame, for our heavier work it avoids an intolerably frequent recourse to the gear lever. I used to dislike the old deflector-piston two-strokes intensely, but the modern flat-piston versions do seem to be much less temperamental.

For extremely small cars, then, the two-stroke can be accepted, provided that, at the very most, its capacity does not exceed 350 c.c. Above that size, the relatively poor specific fuel consumption outweighs its fundamental cheapness and simplicity. No doubt a very sporting "special" could be built with an overhead valve vertical-twin motor-cycle engine, but for our very cheap production job I don't think that's the answer.

Except for the tiny, two-stroke powered cars, I do hope that we can get away from motor-cycle transmission systems. Chain drives require frequent adjustment, and their life is short. It is no secret that modern chains do not last as well as the old ones did, and I feel that we should do without them if we possibly can. It may quite well be convenient to install the engine "the other way round", and enclosed spur gears could then be the transmission medium. It has been found, in experimental vehicles, that some motor-cycle engines and transmissions dislike the hard graft of hauling a car around.

As a starting point for a "people's car", let us consider the old Austin Seven "Chummy". I had a new one in 1928, and it gave me 53 m.p.h. and 45 m.p.g. It weighed 8½ cwt., and its 750 c.c. engine developed 14 b.h.p. I consider that, with modern knowledge, we should be able to produce a small saloon of the

"occasional four" variety to weigh less than 8 cwt. As a power unit, how about having "half" a Ford 10? By casting a combined vertical-twin water-cooled cylinder block and crank case and a Meenante crankshaft, we could then use Mr. Ford's pistons, connecting rods, bearing shells, valves, in fact most of the bits and pieces. The result would be a 586 c.c. engine with an output of 15 b.h.p. As the power curve would have the same excellent shape as that of the four-cylinder version, and the total weight would be about half that of a normal "ten", the acceleration would be equal to what one expects from any good small car.

With a clean aerodynamic form 60 m.p.h. would certainly be attained, and at least 60 m.p.g. could be relied upon. The vehicle would be rigorously compressed to the minimum physical dimensions, and the British public would simply have to get used to sitting much lower than heretofore. Of course, a shaft tunnel would not be admissible, and the little engine, in unit with the simplest possible transmission system, would be set to drive either the front or rear wheels. I'm not fussy which end you put the power unit, and cheapness of production should decide the issue.

Modern suspension technique would ensure a comfortable ride, but the greatest opportunity for ingenuity comes in the body design. Weight saving must be considered all the time, but a really cheap form of construction, without unbearable austerity, is the crying need. I do hope that our car may be good to look upon, too, for I have never accepted ugliness as a necessary feature of the poor man's motor carriage.

I hope that these few vague suggestions may add fuel to this lively discussion.

G. PETTIT BEST IN CHILTERN TRIAL

Fog Reduces Number of Starters in Chiltern C.C. Event

A RECORD entry of 39 cars was received for this event and the start was from High Wycombe, Bucks. Unfortunately the thick fog which prevailed in the London area and over many other parts of the country resulted in a number of non-starters. The area of the trial itself was sensibly clear of fog and the 24 competitors who set out had no difficulty from this source. In view of the award of the Charlesbury Cup for the best performance by a car complying with the new 1953 R.A.C. Trials Car Formula the scrutineering was undertaken with extreme ardour by Len Gibbs and Walter Edgar and a number of competitors had to be excluded for this award, incorrectly sized tyres being the usual fault.

The first of the 10 sections were located in a wood just off the High Wycombe to Marlow road and as a foretaste of what was to come the first hill stopped the entire entry whilst even on the second section only Pettit, Smith, Cox and Chandler in their Ford 11-engined sports saw the end of the observed section under their own power. Of these four, Pettit alone managed to climb the third and steepest section.

In Sloughridge—long the haunt of trials enthusiasts—the fourth section took the form of a timed auto-cross competitors taking their own course to go round a distant pyramid and return to whence they started. Smith on the J.C.S. and Percy Barden on the Mark IV Cotton showed the way here, each with times of

36.2 seconds, closely followed by Notley (Cox II) and Chandler (Chandler). Further sections and the first special test followed before competitors set off to Fingest for a couple of well chosen sections in the farm of Ashford driver Peter Jackson, too well chosen as it turned out for here as elsewhere around the course the frosty conditions had, overnight, rendered the sections more difficult than anticipated and nobody even got out of the start area on the first of the Jackson Hays, although just to prove that it could be done the second hill here was climbed by Huxley (H.R.P.) and Gregory (Gregory) whilst a number of the more expert of the entry cleared the halfway mark.

After the lunch check at the Chequers Inn, Fingest, the field departed to Denz Wood for the final sections and special test. The first hill here, under better conditions might well have been the most interesting of the day but as it was only Chandler and Smith by now, determined assaults forced their machines on to the third sub-section whilst Pettit, Barden and Notley managed into the second section. The last two sections here proved a little respite for at least a few more of the now weary competitors and a number of the entry were at least able to break their run of unbroken failures. In all 18 competitors completed the whole course and sped in at the Spade Oak Hotel Bourne End to finish by 3.40 p.m. The fog was now coming

up again and those with journeys ahead, particularly in the London direction, wisely made off for home without delay although many of the more local competitors partook of welcome bacon and eggs to hear the results announced soon after 4.30.

RESULTS

Chiltern Hills Trophy (Best performance of the day): G. Pettit (1,172 Ford), 48.6 marks lost.

Charlesbury Cup (Best 1953 Formula Car): P. A. Barden (1,172 Cotton IV), 61.

First Class Awards:

Class I: A. G. Curwen (747 Austin), 92.2

Class II: J. C. Smith (1,172 J.C.S.), 50; E. J. Chandler (1,172 Chandler), 50.8.

Second Class Awards:

Class II: B. H. Cox (1,172 Dellow), 65.2; L. F. Notley (1,172 Cox II), 67.2.

Souvenir Chiltern Award: M. J. Hughes (1,172 Dellow), 85.6.

* * *

750 M.C. (N.W.)

The North-Western centre of the 750 Motor Club have changed their Monthly Meeting place from the Pelican Hotel, Sale, to the Royal Thorn Hotel, Wythenshawe. Meetings are still being held on the last Friday of each month, but the December fixture will take place a week early, on Friday, the 19th.

The Annual Dance of the North Western Centre is fixed for tonight, Friday, 12th December at the Royal Thorn Hotel. There will be a licensed bar until midnight and dancing from 8 p.m. until 1 a.m.

HINTS ON SPECTATING

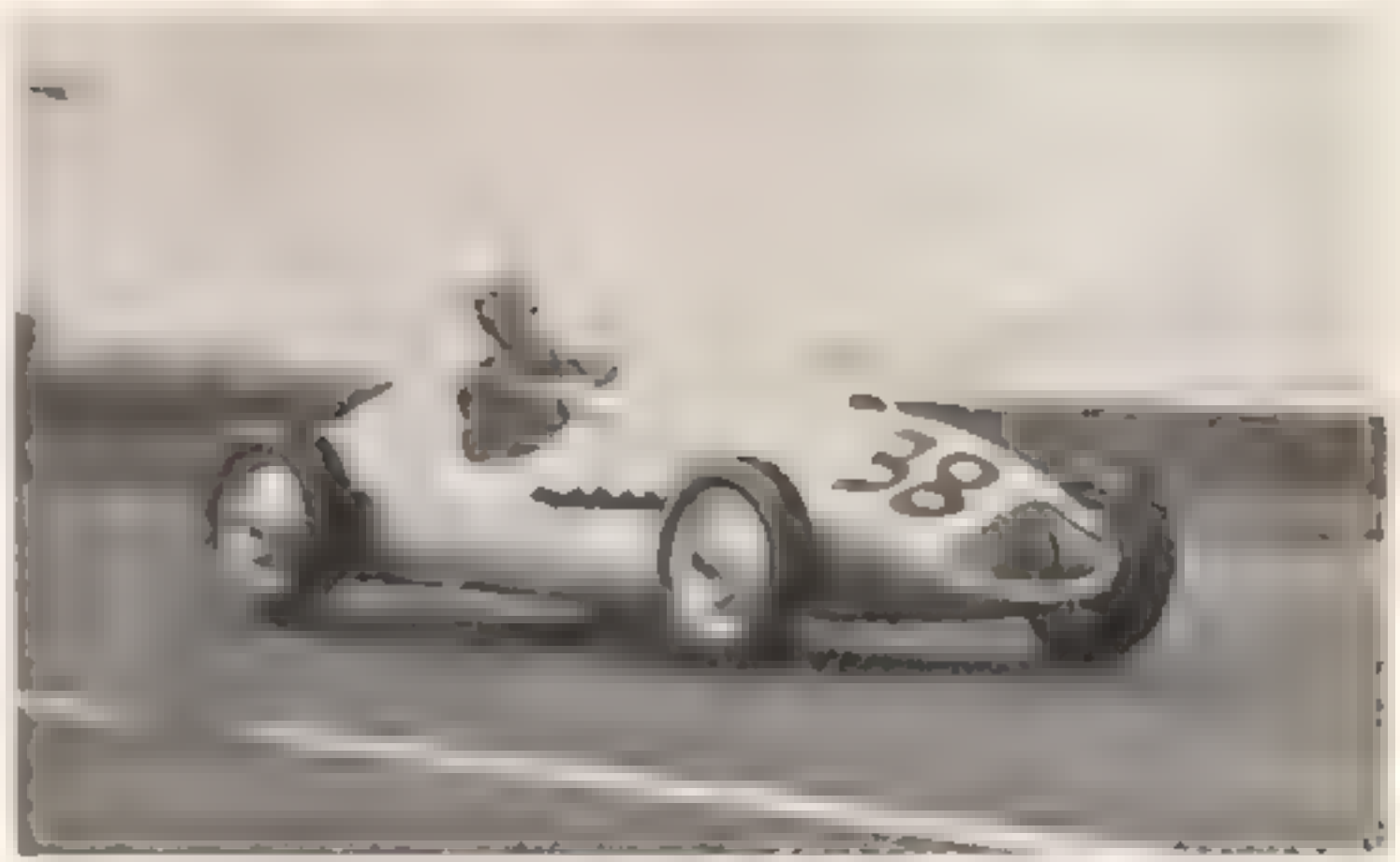
by

JOHN E. HALL

MOTOR-RACING is always an exciting spectacle and, with a little thought and preparation, it can be almost as absorbing for the mere spectator as for the drivers themselves. Few have Silverstone, or Goodwood, or Boreham on their doorsteps, and many see only one or two major events from one year's end to the next, so if you have a long way to go or the memory has to last a long while, take three or four days leave and do the job properly.

The first thing is to pick for your headquarters some hotel within easy reach of the circuit. When going to Silverstone I have always found a hotel at Brackley to be eminently suitable and such a billet has many advantages. You are only a few minutes from the centre of activities, you will find several drivers and cars quartered nearby and, who knows, you might find Villorosi opposite you at the breakfast table! Next see that you have several pencils, sufficient squared paper for your lap chart, a stopwatch, and check that your camera is loaded. Having arrived at your selected hotel, caravan park or what-have-you late on Wednesday, you will be ready first thing on the Thursday for the main business of the moment. So far, apart from the R.A.C. direction signs to the circuit, there has been no sign of anything untoward but, believe me, the large green truck just passing the owner of which we are informed "uses Lodge plugs", has something a little more powerful than a scooter inside!

By the time you arrive at the circuit several other "camions" will have arrived, and the scene in the paddock is already a busy one. Now, as cars are unloaded and various adjustments made, is the time to wander around studying technical details and taking photographs for there are many opportunities and a wealth of material



will enable you to 'snap' cars from a few feet away



(Above) drivers, no matter how celebrated, are only too keen to talk shop

(Below) the immaculate turn-out of the H.W.M.s



Spotting the celebrities as they arrive is most interesting, and one sees them exchange greetings with those whom, in all probability, they did battle only the previous week-end. If so inclined, it is a simple matter to have a few words with one's own particular favourite, for I have always found that drivers, no matter how celebrated, are only too keen to talk shop with the genuine enthusiast. Soon cars are out practicing and you can wander round the practically deserted perimeter watching the drifting technique and comparing the cut-off points of the various drivers. This is a good time for more camera work, and an intelligent avoidance of the real danger spots and an appreciation of the responsibilities of the marshals will enable you to "snap" cars from only a few feet away. With so much to see and to do the day passes with incredible rapidity.

Friday sees a subtle but quite distinct change in the atmosphere, and there is now a certain serious intent about the preparations. It is worth while spending a lot of time in the pits area. Note the seeming casualness of the Italians, their air of confidence, the way in which the performance of rivals is carefully watched; note the unhurried efficiency of the mechanics and realize that these are men who have spent their lives nursing very quick motor-cars. Note the immaculate turn-out of the H.W.M.s and admire that rugged purposefulness which, though not achieving the success it deserves, has won Britain so much prestige on the Continent during the last three years. Then compare the efforts of the private entrant, the amateur who knows that he will be providing little more than "nones off", but is none the less determined to have a good run for his money. Without him it would be a dull race indeed.

The stopwatch can be used constantly during the day, for most drivers will be doing their best to earn a good position on the starting grid. By the end of the day's practicing you will know every car by sight, and so have already made the keeping of a lap chart a simpler job: also you will have a shrewd idea who is going to be the likely winner, and who will be his most serious challengers. As you wend your way back

to the hotel, you notice that the tempo of life in the nearby villages has quickened considerably, and that the car parks are now liberally sprinkled with XKs and J2s.

So, having spent two days with the wonderful aroma of burnt racing dope in one's nostrils, Saturday morning arrives with the main excitement still to come. Having made an early start and having decided on your vantage point, you will find, when the racing starts, that the keeping of a lap chart will enable you to enjoy the race more fully. Anywhere but at the Pits Grandstand the scoreboards are usually a lap or two in arrears and, of course, so much of the appeal in modern racing lies in the keenly fought struggles for the lower positions that it is infuriating not to know if it is only 10 secs or a lap and 10 secs. that separate those in, say, 9th and 10th positions. Only a lap chart will give you the information you require.

Seeing a race in the manner I have described may prove more expensive, but if, like me, you have no connection with the trade and are unable to beg, borrow or steal a pit pass, it is the only way in which you'll see the "works" of a Ferrari, that you'll get the chance of a chat with Robert Manzon and that you'll see behind the scenes of Formula racing.



"It is worth while spending a lot of time in the pits area. . . ."

CONSUL CONVERSION

THIS 4-cylinder pushrod o.h.v. 1,508 c.c. "ove square" Ford Consul engine is notable for its lively performance in propelling a roomy five-seater saloon car, and it is not surprising that enthusiasts have fastened on this unit as a worthy medium for tuning and modifying for sporting use. The adjoining photographs show a conversion to twin carburettors and four-branch exhaust system.

A certain amount of machining work is required on the cylinder head, but there are no major modifications beyond the supply and fitting of separate intake pipes for the two downdraught carburettors, and the exhaust system. The conversion illustrated here was carried out by V. A. Fox, of the Central Garage, Bangor, North Wales. No performance figures have so far been issued for this modified Consul engine, which, in standard form, develops 47 b.h.p. at 4,400 r.p.m., with a compression ratio of 6.8 to 1, and the single, Zenith downdraught carburettor.



(Above and left) Two views of the Ford Consul cylinder head, modified by V. A. Fox for twin d carburettors, and four-branch exhaust system. (Photographs by H. Griffiths M.P.S.)

NORTHAMPTON NIGHT TRIAL

FOR the Northampton and District C.C.'s Night Navigation Trial on 22nd/23rd November, 18 cars competed over icy roads on what was, apart from the cold, a very fine night for such an event. There were plenty of humorous incidents, at least two punctures, and one completely unexpected ducking! Those competitors who found muddy lanes went where they shouldn't have been (couldn't be magnetic variation!) while floods produced a last-minute change in route, which resulted in a traffic jam at one check, and delayed the odd number competitors rather severely.

The organizers have every reason to be pleased with this event, the success of which proved that the modifications made from the usual run of such trials were based on sound ideas.

Even the most enthusiastic night trialers, those who had voiced their doubts of the changes before the trial, freely admitted that these were justified by the outcome.

RESULTS

New Cedon Trophy: P. Russell Wilks.
Chinn Cup (Best Navigator): R. Aston.
1952 Committee Cup (Best Novice): G. Willis.

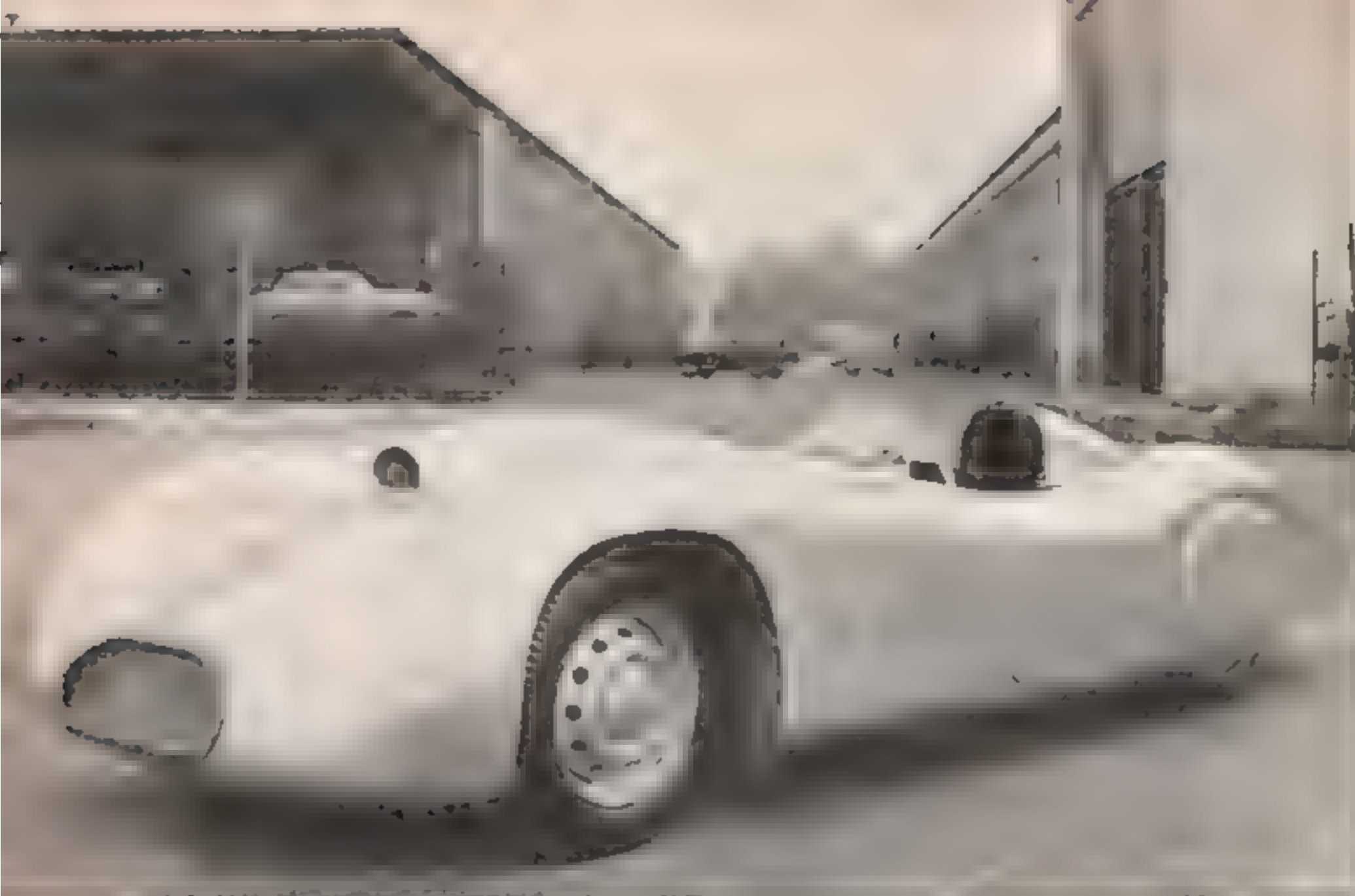
Cup for Best Novice Navigator: B. Botterill.

Cup for Second Place: S. Moore.

Cup for Second Navigator: Mrs. Chesterton.

W.H. & D.C.C. TRIAL

THE Christmas Challenge Cup Trial of the West Hants and Dorset C.C. is a closed event which takes place on Sunday, 14th December. The course will not be of very rough nature, as this trial is intended for members using their everyday cars. Starting point will be the St. Leonards Hotel, on the Ringwood-Ferndown road, first competitor setting off at 10.30 a.m.



THE 1

Developed from the
seater is capable of



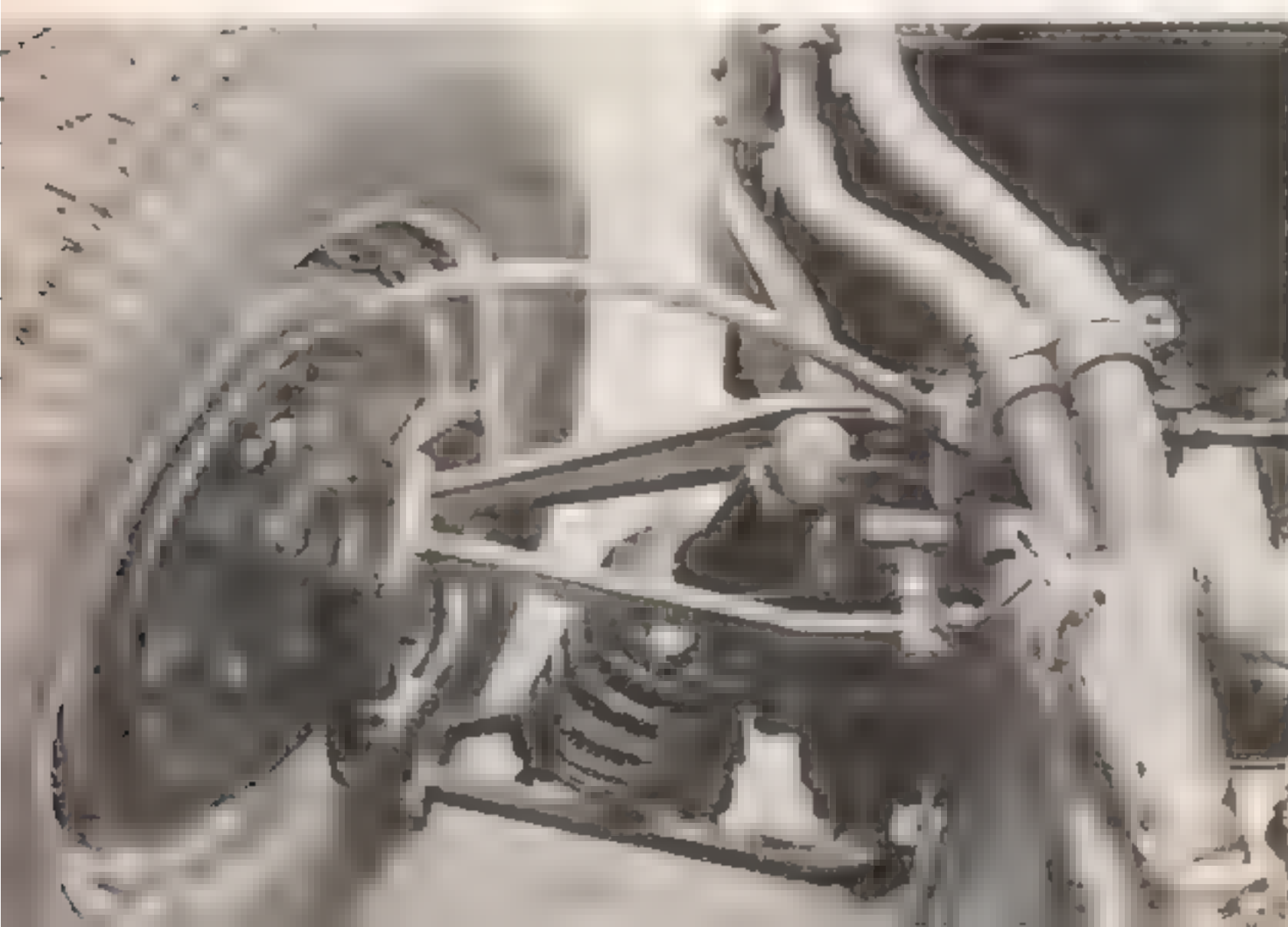
OF the recently-introduced Continental high-performance cars, the 1½-litre sports-racing Borgward is of outstanding interest. This is the car which, driven by pre-war Mercedes-Benz reserve G.P. driver Hans Hugo Hartmann, won the 1,500 c.c. sports-car race at Grenzlandring this year at 195.6 k.p.h. (121.54 m.p.h.), and lapped at 208.1 k.p.h. (129.31 m.p.h.). He also won at Avus at 168.7 k.p.h. (104.83 m.p.h.), putting up a class record lap of 174.8 k.p.h. (108.62 m.p.h.). The same machine also established five International Class F records at Montlhéry, from 50 kilometres at 214.37 k.p.h. (133.21 m.p.h.) to 500

kilometres at 193.41 k.p.h. (120.18 m.p.h.).

The Borgward is built at Bremen in the Carl F. W. Borgward works, the concern also producing Hansa, Goliath and Lloyd vehicles. The 1½-litre sports-racing two-seater supplements a full range of passenger cars, on 1½-litre and 2.4-litre chassis.

Power-unit of the sports-racing car has been developed from that of the "1,500 Sport". It is a four-cylinder of 72 mm. x 92 mm (1,498 c.c.), and develops 100 b.h.p. on 80-85 octane fuel, at 5,500 r.p.m. the "Sport" gives 60 b.h.p. at 4,000 r.p.m. The inclined valves are push-

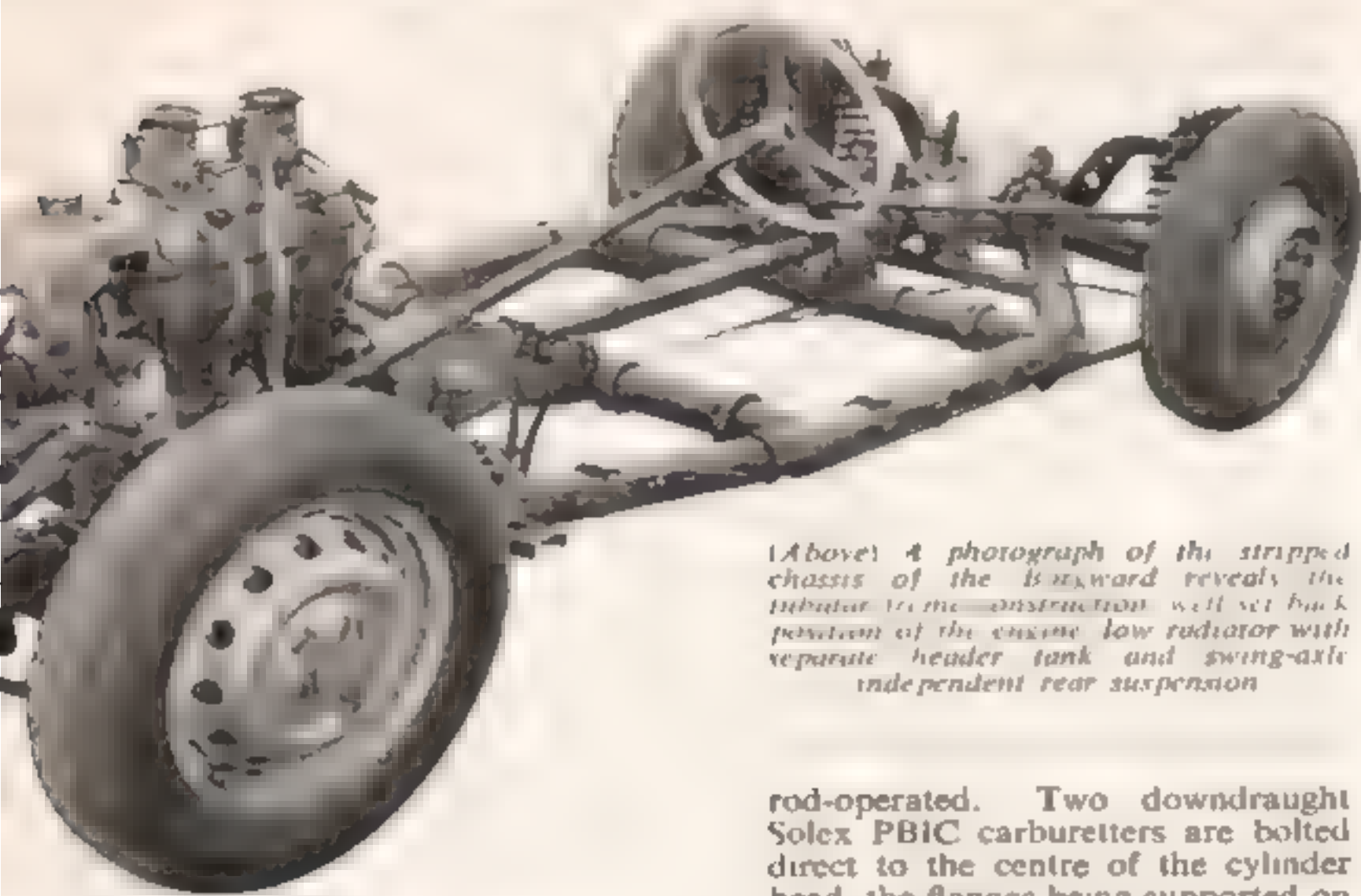
(Above) The 1½-litre Borgward has the type of aerodynamic body which is now typical of German sports-car racing design, inspired by the pre-war 4-cylinder Mercedes and Auto-Union machines.



(Left) Independent front suspension by helical springs with integral telescopic dampers, double wishbones and 12 ins. hydraulic brakes are features of the sports-racing Borgward.

1-LITRE BORGWARD

Production "1,500 Sports", this New German Sports-Racing Two-over 130 m.p.h., and Holds Several International Class Records



(Above) A photograph of the stripped chassis of the Borgward reveals the tubular frame construction, well set back position of the engine, low radiator with separate header tank and swing-axle independent rear suspension



(Left) The compact, four-cylinder, o.h.v. Borgward engine has been developed from the "1,500 Sports" power-unit

rod-operated. Two downdraught Solex PB1C carburettors are bolted direct to the centre of the cylinder head, the flanges being supported on the valve cover. Separate pipes form a "bunch of bananas" exhaust system

Tubular Chassis

The chassis frame is tubular, and tapers fore and aft, with tubular cross-members. A large radiator is carried low down in front, but the

actual header tank is bolted to the engine. Independent springing to all wheels is featured. At the front, double wishbones are controlled by slightly-inclined helical springs through the centres of which are mounted hydraulic, telescopic dampers. At the rear, swing-axles are employed, controlled by vertical helical springs

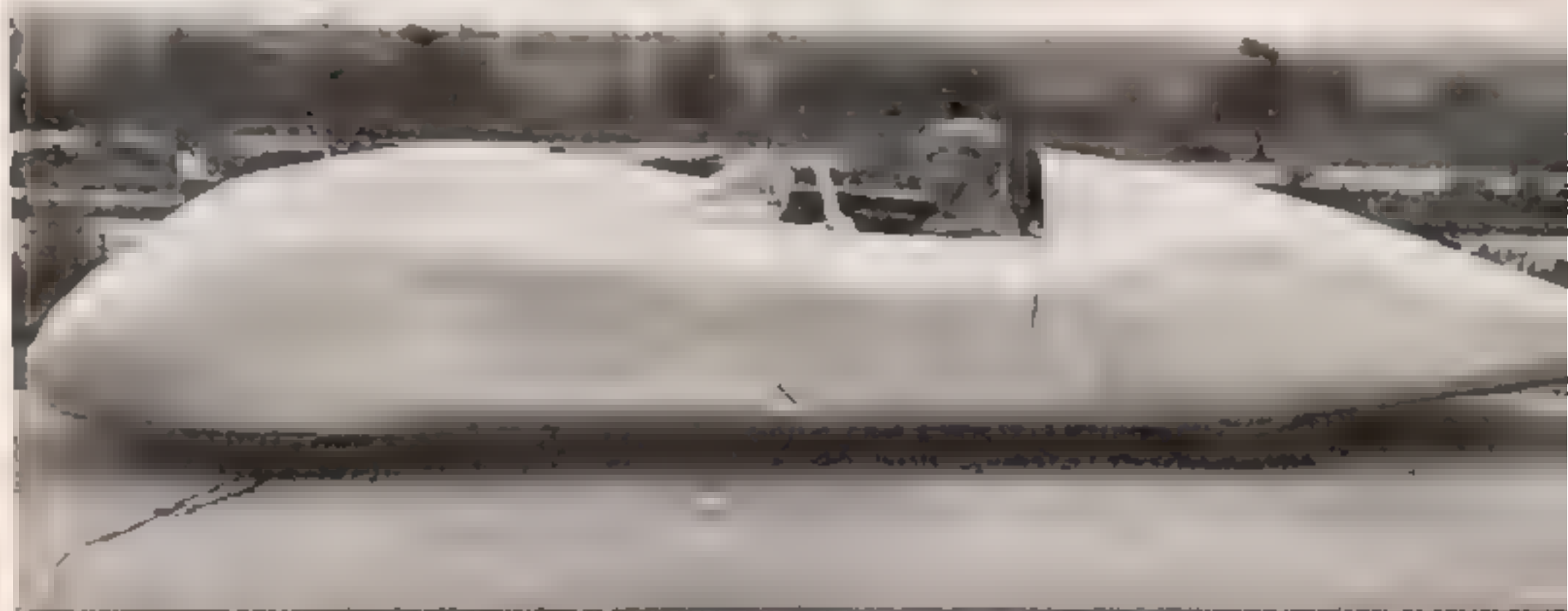
Transmission is via a close-ratio, four-speed gearbox, whilst the hypoid bevel rear axle incorporates a ZF differential. The 12-in. brake drums are hydraulically-operated, and knock-off, dowel-located disc wheels are employed and carry 5.25 x 16 ins. tyres

Fully Aerodynamic

The fully aerodynamic bodywork is constructed from light alloy, and the shell is carried on a light-alloy superstructure. A fashionable bonnet scoop supplies air to the twin carburettors. When not required, the headlamps are concealed by readily-detachable metal discs. For racing on very fast circuits, spats are supplied for both front and rear wheels, but even so, the Borgward is constructed to conform to F.I.A. sports-car regulations. An 18-gallon fuel tank is located in the tail

Maximum speed of this very fast 1.4-litre machine is stated to exceed 130 m.p.h., but whether this is achieved in fully streamlined form and running on "dope" is not announced. Nevertheless, the Borgward must be regarded as a potential threat to its rivals in the 1½-litre sports class

(Right) Hans Hugo Hartmann in the car as it appeared at Grenzlandring with "spats" fitted both to front and rear wheels. It is believed to have run on alcohol fuel in this race.



A RACING RARITY

The Nacional Pescara, A Spanish Car which Surprised the Continental Hill-climb World

THAT very promising new high-performance car, the V8 Pegaso, has prompted speculation on the chances of strong Spanish representation in sports-car racing in the near future. Spain is not famed as a car-producing country, and to many the Hispano-Suiza, designed by a Swiss engineer, has been its only truly noteworthy product. Between the grand era of the Hispano and anticipation of Pegaso prominence in international competition, there was, however, another notable car manufactured in Spain, the Nacional Pescara, whose performance was such that, at one time, its presence placed the destiny of B.T.D. at any hill-climb into doubt, and which rose to the glory of capturing the European Hill-climb racing championship itself.

Nacional Pescara as a marque appeared early in 1930 as a Barcelona-built road-car of rather American characteristics, with a sturdy 2.8-litre eight-cylinder engine. Chief designer was Signor Moglia, believed to be the same technician earlier associated with Talbot-Darracq and Ballot, and who was responsible for "Djelmio", an unsuccessful world's record challenger of 1926, the building of which was financed by the Egyptian Prince Djelaladdin. Moglia's new employers were the Fabrica Nacional de Automoviles, who launched the Spanish car with Government aid to the strength of over 50 million pesetas, much of it seemingly found by taxation. The new concern were certainly race-minded for they immediately announced the entry of three Nacional Pescara sports-cars for Le Mans, a project which unfortunately came to nought. They



TEAM MATES: Juan Zanelli, who won the racing class of the 1931 European Mountain Championship, and Esteban Tort.



TAKING RUDIS' RECORD: Tort cornering the left-hand drive Nacional Pescara at Rabassada in May, 1933, when he broke Caracciola's Mercedes-Benz record by 2.47 secs

then amazed the technical world by designing a *straight ten*, with bore and stroke of 71.3 by 100 mm., an eccentricity of which nothing was subsequently heard. But yet another surprise was to emanate from Barcelona, for in 1931 news came of a racing Nacional Pescara, based on their standard eight-cylinder design.

Publicity in those days was not what it is today, and this news reached comparatively few people and impressed them even less. Racing in 1931 was a fierce Alfa Romeo-Bugatti-Maserati tussle, and the Spanish project, largely regarded as an effort to build a racing-car "on the cheap", was not taken very seriously. It had been forgotten that Continental hill-climbing, over terrific winding courses sometimes as long as 14-15 miles, was also racing of a very exacting kind. Judge, then, the surprise to the European *cognoscenti* when in the course of five months the Nacional Pescara appeared at big climbs in Italy, Germany, France, England and Spain, and actually carried off the racing-car class of the 1931 European Mountain Championship from under the noses of the established makes! Yet that is what it did, and the feat seemed the more amazing when considering the car's specification.

Certainly from the outside the car was far from handsome, with a squarish, vertical radiator, a rather high two-seater type body, and disc wheels. Beneath its unpretentious bonnet, however, lay a 3-litre, eight-cylinder in-line engine of 72.2 by 90 mm. bore and stroke, with twin,

gear-driven overhead camshafts. The head was of aluminium, with bronze valve guides and seatings, the block, also of aluminium, had Niralloy steel cylinder liners, and the sump was of cast Elektron. The usual expedient of supercharging was not resorted to, and a single downdraught Zenith racing carburettor, probably twin-choke, and aided by a hotspot from the exhaust manifold, fed the engine via a four-branch induction pipe. Battery-and-coil ignition, with automatic advance, was used, and a water pump driven off the statically and dynamically balanced crankshaft, plus ample water jackets, belt-driven fan and that large, homely radiator, took care of the cooling.

This power-unit delivered about 110 b.h.p. at just under 5,000 r.p.m., and drove the rear wheels through a single-plate clutch, a conventional three-speed gearbox with central ball-type change lever, an open tubular propeller shaft incorporating two Hardy-Spicer universals, and a semi-floating spiral bevel rear axle.

The frame was a well-braced affair, with parallel channel side-members sweeping downwards aft of the front wheels, with a graceful kick-up over the rear axle; suspension was by semi-elliptic leaf springs front and rear, and brakes were powerful, fully compensating hydraulics all round. The fuel tank, set between the rear dumbirons, looked to be similar to that on the normal production "eight", but was actually fabricated in Elektron. The disc wheels, too, were of this strong but light material, with separate

rims attached by studs. The whole car was remarkably light, and therein lay the secret of its performance, coupled with good handling qualities—and those of the drivers.

The body of the racing Nacional Pescara tapered inwards behind the seats, à la Bugatti, but with less grace. Two of these cars were constructed, and in a Continental hill-climbing world dominated by the *grandes marques*: Bugatti, Mercedes, Alfa Romeo and Maserati, brought a welcome new interest to the sport in the year 1931. Drivers were the Chilean Juan Zanelli and the Spaniard Esteban Tort, and they made their debut on home ground within a few miles of the factory, at Rabassada, Spain's most famous hill-climb venue, there coming face to face with one of Europe's finest hill-climb exponents, Rudolf Caracciola and his great 7-litre SSK Mercedes-Benz. They didn't beat him, but the two yellow cars made a great impression with their speed and silence—the latter almost ghost-like in comparison to "Rudi's thundering Merc.!" Tort won the 3-litre class and Zanelli was runner-up, their times being second and third best of the day.

Not bad for a start—and a month later found the Spanish team on the cool mountain slopes of Kesselberg, in Germany, on the 14th of June. And there, in the established domain of *bergmeisters* Caracciola, Stuck

and Von Morgen, Jean, swarthy Juan Zanelli of Chile beat them all with his strange, alien car, breaking Stuck's Austro-Daimler record by three clear seconds, and beating Von Morgen's Bugatti by 2 secs. and Caracciola's Mercedes by 2.6 secs. This victory, totally unexpected as it was, resounded through Europe, and everyone keenly awaited the cars' next appearance.

This was at Mont Cenis in Northern Italy, where Zanelli came up against the Southern stars, supreme on a hill they knew intimately, so that the Chilean could only manage sixth B.T.D. And where did the Spanish team go the following week-end in quest of points for the Hill-climb Championship? To Shelsley Walsh! We of this country saw so little of intriguing foreign machines before the war that the Nacional Pescara entry for the Midland A.C.'s International fixture was little less than amazing

and sceptics were confounded when two Chevrolet vans, bearing the dust of Italy and France from their long journey from Mont Cenis, actually turned into the Shelsley paddock, late one night, there to disgorge two strange, yellow machines. Next day olive-skinned mechanics prepared the cars, and the two drivers, Zanelli and Tort, tried the hill. Shelsley was something completely new to them, the 1,000 yards grade incredibly short in con-

trast to Europe's lengthy climbs, while their rivals drove, not Bugattis, Maseratis or monster Mercs., but strange devices like Basil Davenport's immortal G. N. Spider, Dick Nash's Frazer-Nash, "The Terror", and Raymond Mays's strident supercharged Vauxhall-Villiers. Well, the Spaniards didn't win—Shelsley is a tricky hill, and time did not permit much experimenting with gear ratios—but Zanelli's drive was masterly, his passage through the Esses a joy to behold, while his time of 44.4 secs. was but .8 sec. slower than Mays's 3-litre, class-winning climb in the Vauxhall-Villiers, and a bare second slower than Dick Nash's B.T.D. The Spaniards only made one run each, Tort being over a second slower than Zanelli. Having thus gained five and four points respectively for the European Championship, they then departed these shores and returned to Barcelona.

The close of August saw all the champions journeying to Mont Ventoux, and here it was Caracciola again who made B.T.D., beating Divo and Lehoux (Bugattis) and Zanelli. This marked the final Championship event of the year, and as a result of his Kesselberg win and his several places, Zanelli became European Mountain Champion in the racing class, and Caracciola in the sports-car class; true, had the two classes been lumped together, the German would have been the outright winner, but even so, the Nacional Pescara's success justified a wider racing programme for the following season.

Instead, however, 1932 saw nothing of the Spanish marque, nor 1933, save in home events. Zanelli that year was occupied with racing a 2.3-litre Alfa Romeo, but works-driver Esteban Tort broke Caracciola's Rabassada hill record in a superb climb by 2.47 secs., and drove—and retired—in the Penya Rhin G.P. at Barcelona. The cars, still in much their original form, were more active in 1934 and 1935, and Zanelli, returning to the fold, put up the Nacional Pescara's best road-race performance ever in the Penya Rhin race of 1934, when he finished fourth behind three of the then unconquerable *monoposto* Alfa Romeos of the Scuderia Ferrari. At the La Turbie hill-climb he defeated the redoubtable Count Trossi and his *monoposto*, to win the 3-litre class, being himself bested only by René Dreyfus in the 4.9-litre, four-wheel-drive

Continued on page 780



HOME DEFENCE: Line-up at Barcelona in 1933, with Tort's Nacional Pescara a solitary Spanish representative amidst a welter of Bugattis and Alfa Romeos

Correspondence

The South Caernarvonshire Birthday Rally

I do not feel that complete justice was done in your report on the South Caernarvonshire Birthday Rally in your issue of 28th November. Agreed that the worst spot was probably where the great blockage occurred, but the second half was not easy for those who carried on. Ours was the second best performance in the Morris Minor in spite of the fact that we went off the road and into a ditch on a moorland road near Cilgwyn. It took us about 25 minutes to coax the car out and in that time no other competitor was seen on the course. The result was a badly buckled nearside front wheel, but it supported us for the final 50 miles.

A further period of time was wasted when we ran out of petrol nearing Bettwys-y-Coed on the last lap. It was here that the old Ford V-8 and Jowett Javelin passed us. We were fortunate in finding an A.A. man who had a tin of petrol in his van.

Both these incidents were, of course, no credit to us (bad driving and carelessness), but it is remarkable that we were still second best. The winning Riley was a 2½-litre, by the way.

H. M. SYNGE

WIRRAL

BMW-M.G.

I READ the above article with considerable interest because I was faced with a similar problem back in 1948-49 when I wanted to fit a new type 55 BMW which engine I had acquired into my H.R.G. in place of the original Meadow 1½-litre unit.

The BMW engine had no flywheel and no bell housing, so the adaptor plate method discarded by Mr. N.C.-B. was the only way in which a gearbox of another make could be fitted.

I had previously bought a complete gearbox unit ex-Wolseley Hornet Special for £7 from a breaker's yard and after stripping and cleaning it was found to be in excellent condition, but the fitting of new bearings was thought to be desirable.

This Wolseley gearbox appeared to be more suitable than the original H.R.G. (Moss) unit and it was decided to go ahead. To fit it to the BMW engine presented a number of problems which had to be solved and if any of your readers are seriously interested I should be happy to lend them my original manuscript notes which were made at the time and which give all details of the work which had to be done, including the provision of a flywheel with suitable clutch, etc.

The actual adaptor plate used was a steel ring 14½ ins. O.D., 10 ins. I.D. and about 7/32 in. thick.

Incidentally, the clutch, flywheel and gearbox unit are now available cheap to anyone interested.

W. S. PERKINS.

THE LODGE, BILTON PLACE, RUGBY

WITH reference to the BMW-M.G. article in 21st November issue, concerning Mr. Neil Campbell-Blair's Type 328 BMW. The conversion, to my mind, was wasted physical effort, considering that the current Bristol gearbox parts can easily be obtained these fitting gearboxes for BMW Types 326 and 328. I admit that where the casing is concerned, Bristol threads are to British Standards, but the shafts, gears and bearings, etc., are identical to the German product.

Trusting the above information to be of use to other BMW owners.

P. DAINTREE

WYBRIDGE, SURREY

The Dobbs Riley(s)

As the owner of one of the Dobbs Rileys I may be able to throw some light on your recent query in AUTOSPORT.

Some years before the Hitler War, Dobbs bought a Riley M.P.H. model to which he fitted a very spartan offset single-seater body, lightened considerably everything possible and mildly tuned the engine, fitting six Amal carbs.

Following successes with the above car he then took delivery of a Sprite chassis and persuaded Rileys to let him have a 2-litre racing engine. He modified this in the same manner as with the earlier car and, after selling this, it went

through various hands, finishing up post-war as Kelly's L.R.A. Clairmonte raced the car this last season, but had a mishap with the engine, at which stage I bought it.

The last car went out to South Africa and is the one shown in your first photograph. It appears, since Dobbs had it, to have been somewhat glamorized.

C. LISTER

LISTERDALE, NEAR ROTHERHAM.

Racing on Roads—Hope Yet

I RECENTLY wrote to the Minister of Transport in support of Mr. W. H. Green's plea for a road-racing circuit, and have just received the enclosed letter in reply.

E. BACKWELL

LEEDS.

The Ministry of Transport's letter to Mr. Backwell reads as follows:

Sir,—I am directed by the Minister of Transport to refer to your letter of 14th November, advocating the establishment of a motor-racing circuit in the United Kingdom.

I am to explain that this Department, in consultation with representatives of the Motoring Organizations, has had this question under review for some considerable time. The importance of motor-racing is fully appreciated, but there are many difficulties, both legal and otherwise, which have prevented an early solution to the problem. The matter, however, is being kept in mind and we hope to report progress in due course.

Cheaper Racing

MAY I outline a plan which may give the "not so rich" amateur a chance to go motor-racing:—

1. A class for 350 c.c. cars.
2. Amateur built, one-off machines only.
3. To run on No. 1 grade pump fuel.
4. A definite price limit on construction: i.e., engine £50; wheels, tyres and brakes £70; chassis, steering, body, transmission £80; a total of £200. (These figures are approximate and only intended as an illustration.)
5. A log book containing engineers' certificate, all bills for parts, and engine number—one engine only allowed throughout the season.
6. Short races to be included at club meetings.
7. Entrance fee £2 per race, plus small remuneration to organizing club.
8. All entrance fees to be pooled.
9. A points system for all entrants in which the total points gained would be the best of any eight meetings.
10. Leading points scorers at end of season to be awarded prize money from entrance fee pool.

A system like this would put a premium on good design, good tuning and maintenance, and good driving, and not on "pots of gold", and it may open the door of formula racing to a few at least who are deserving of the chance.

W. E. WHITE

BUXTON



"Now I know why they call it 'Auto-Cross'!"

Rallies Won on the Road

BARCLAY INGLIS ought to know
About the Rallye Felixstowe
When Eastern Counties M.C. showed
A winner found upon the road

H. F. M.

WOODBRIDGE, SUFFOLK

Britain's Best Drivers

ON reading your recent article, "The Anglo-French Enigma" I was distressed to find no mention whatsoever of Raymond Mays. You speak of Scaman, Segrave, Birkin and Kenelm Lee Guinness as being our greatest drivers of yesteryear. While not wishing to dispute your judgment (I would be the last to underrate the capabilities of those great drivers), surely Raymond Mays has earned a place in the list of the great?

In 1934 he won the Nuffield Trophy Race at Donington; in 1935 the 1,500 c.c. Eifel race in Germany; in 1937 the British Empire Trophy, the Picardie G.P., the A.G.P. and the J.C.C. International Trophy at Brooklands. And in 1938 he again won the Picardie G.P. and then the Dunlop Trophy. When he raced in 1939, as a private driver, he won the last event ever to be run at Brooklands—the Campbell Trophy, and on 8th August, 1939, he raised the Campbell Circuit record from 75.94 to 77.79 m.p.h. These victories were but few, when one thinks of his countless other successes in races at Brooklands, Donington and elsewhere. Also taking into consideration the vast number of B.F.D.s he established at hill-climbs all over the country, and his undisputed mastery of the Snodley Watch, surely, sir, he undoubtedly can be rated as one of the greatest drivers ever produced by Britain, and, I venture to say, ever produced by the world? Give credit where credit is due.

May I pay tribute through your excellent magazine to the unceasing work done by Raymond Mays for the good of British motor-racing. What with the E.R.A., the B.R.M. and his very gallant effort to regain Donington for racing after the war, his work should be an inspiration to us all to do our best for the common good.

PAUL TRAVIS BANNISTER

CHESTERFIELD, DERBYSHIRE

the wheel of a racing-car with both these great drivers. At that time there seemed no prospect that I would ever race myself and so the amateur photographers of today can take heart, for they may, by accident or design, be the racing drivers of tomorrow.

ERIC THOMPSON

CONHAM, SURREY

I WAS most interested in Graham Bell's letter on the subject of amateur motor-racing photography.

I also use a folding camera, but am less fortunate than Mr

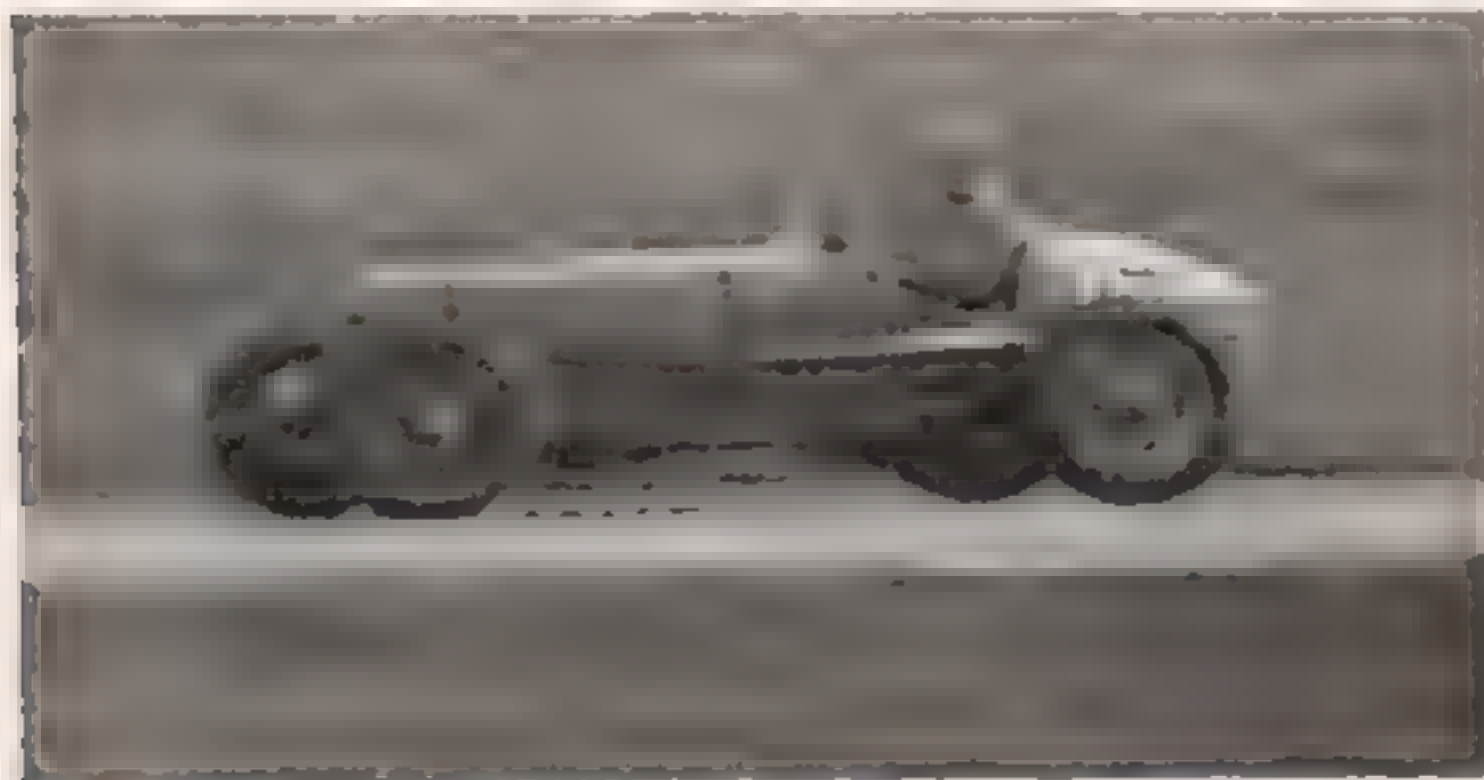


COOPER SC RAP. One of J. W. Morgan's Goodwood race pictures, taken with a folding camera with maximum shutter speed of 1/50th sec.

Bell in that my maximum shutter speed is 1/50th second. However, I enclose some enlargements of shots taken at Goodwood and Silverstone at this speed, which I think will bear comparison with Mr. Bell's effort.

J. W. MORGAN

POTTERS BAR, MIDDLESEX



PRE-WAR MEMORIES: Two pictures taken at Donington Park by Eric Thompson during the 1939 British Empire Trophy race. (Left) Tony Rolt, the winner, in "Remus", the 1½-litre ex-Bira E.R.A. prepared by Freddy Dixon.

(Below) Reg Parnell in the B.H.W., built around a 4.9-litre Bugatti engine by Wall's Haxson for R. S. Wilkins.



Amateur Photography—by a Driver-to-be

THE example of amateur photography published in AUTOSPORT on 28th November prompted me to find two photos taken by myself at Donington Park on Saturday, 1st April, 1939, during the British Empire Trophy. The folding camera which I used had, at best, a lens aperture of f/5.6 and a shutter speed of 1/50th of a second. The pictures were taken on the run down from Holly Wood to the Hairpin and show Reg Parnell in the 4,975 c.c. Bugatti-engined B.H.W. pursuing the ultimately victorious Tony Rolt in his E.R.A.

As a 19-year-old Cambridge undergraduate, I little imagined then that, in the years to come, I would have the honour to share

BOOK REVIEWS

Car Driving as an Art.

Author: S. C. H. Davis.

Size: 5½ ins. x 8½ ins. 187 pp. Numerous illustrations.

Publisher: Hiffe & Sons, Ltd., Dorset House, Stamford Street, London, S.E.1.

Price: 10s. 6d.

THAT S. C. H. ("Sammy") Davis is the author of this book is sufficient to establish its quality. *Car Driving as an Art* is far more than a "primer" on motoring. It is a full, friendly instruction book for all motorists, experienced or not, on achieving true *roadcraft* in all its senses. No one could be better qualified to teach this, for the author's experience is immense, and his enthusiasm as great after over 40 years' devotion to motoring.

On reading the book, one is appalled by the number of, and variety in, the situations one can meet, and must master, on the road, to achieve competence in its full sense. Road skill, use of instruments, traffic laws, maintenance, proper use of controls without mechanical abuse, good manners, consideration for the other fellow—'Sammy' Davis teaches them all with, peeping through now and then to soften the sternness, that same delightful humour we know so well from his classic *Motor Racing* and other writings.

C. P.

Horseless Savages.

Author: W. H. Charnock.

Size: 4½ ins. x 7½ ins. 39 pp.

Publisher: W. H. Charnock, The Grey House, High Salvington, Worthing, Sussex.

Price: 6s.

HERE is a gay successor by W. H. Charnock to that delightful book of motoring verse, *Down in the Sumps*, which is now out of print. *Horseless Savages* is equally delightful, and we quote the following excerpts from "Kiddie Kar Korner" as samples of the fare offered in its 39 pages:—

Little Jack Horner went into his corner
Determined to do it like a King
Three good fairies came to his aid just the same
Means, Al-Fin, Ferods and Girlie.

Little Jack Horner went out of his corner
Crying, "He's a good one, a good one"
Racing, racing, racing, racing, racing
All a horse's gallop, and a girl's gallop.

For a motorist's book
Kiddie Kar Korner
That's the way to prove the tax
Quick as a flash!

Little boy Marshall came out from his barn
That's a Nash in the old days, but it's full of tax
Where the motor cars and the horse cars
For motor cars and horse cars.

And these lines, from "Vintage Omar":

I sometimes think of motor cars as being
Six wheels and a bit of a mess
Horse, human, and a bit of a mess
Some people, double-breasted in the mess.

At the end of my journey that needs no break
Where the wheels are the hand as they go
How oft hereafter, independent of us
Shall keep the angry residents awake.

There is much more like this, and although it costs 6s. initially, once purchased the book is always there to reread. And you will want to.

C. P.

Floyd Clymer's 1952 Indianapolis 500 Mile Race Year Book.

Size: 8½ ins. x 10½ ins. 11 pages. Innumerable photographs and drawings.

Publisher: Floyd Clymer, 1268 South Alvarado Street, Los Angeles 6, California, U.S.A.

Price: 1 dollar 50 cents (11s. 3d. from British booksellers).

THIS year's 500 Miles Race at Indianapolis was a real thriller from start to finish, with Troy Ruttman and Bill Vukovich fighting an intense duel for the lead until the latter's steering gear failed, getting Ruttman into "Victory Lane", to a trail of broken records. Of particular interest to Europeans was Ferrari's first official bid, with Ascari driving one of the unblown 4½-litre cars. On strange ground the Italian Champion took things sanely, and was nicely "in the groove" and moving up when his offside rear wire wheel, unable to stand the all-left-hand cornering, collapsed, and that was that.

All this, and much, much more, is described in full and absorbing detail in Clymer's latest 500 Mile book, practice incidents, qualifying trials, history of all the cars and drivers, the race itself, and masses of interesting statistics—and pictures—"stills", portraits and superb action ones—are there galore. This is the sort of book you never really finish reading—there is always something you find you missed.

C. P.

Floyd Clymer's Catalog of 1952 Automobiles.

Size: 8½ ins. x 10½ ins. 80 pages. Over 180 photographs.

Publisher: Floyd Clymer, 1268 South Alvarado Street, Los Angeles 6, California, U.S.A.

Price: 2 dollars (15s. 0d. from British booksellers).

ANOTHER recent issue from Floyd Clymer's prolific press, *1952 Automobiles*, gives full specifications, copious data and many photographs of every American car produced today. If you are baffled by the heavily chromed similarity of current U.S. products and wish to identify them, this is the book for you, it tells you everything about the big makes, and lots about lesser known models. The "Allstate" is an unfamiliar marque, which turns out to be almost identical with the Henry J., being produced by the Kaiser-Frazer Corporation for Sears, Roebuck and Co., who provide most of the equipment and a "money-back" guarantee for buyers.

Surprisingly, the Ford Zephyr and Consul models appear with their Dearborn, Mich., brethren, but their inclusion is justified on grounds that they are offered on the U.S. Market. Belle of the book, in this reviewer's eyes, is the experimental Ghia-bodied K-310 Chrysler, which utilizes a standard Chrysler "Windsor" chassis, "Firepower" V8 engine, and beautifully clean European style bodywork, with wire wheels.

C. P.

ALSO recently issued are two books of motor-cycling interest, *Two Stroke Motor Cycles*, at 5s. 0d., and *The Motor Cycle Road Tests, 1949-52*, at 3s. 6d., both produced by the staff of *The Motor Cycle* and published by Hiffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1.

NEWS FROM THE CLUBS

Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

N.L.M.C. MIXED GRILL

THIS Sunday, 14th December, the North London M.C. are holding a "Mixed Grill" event, which will be partly treasure hunt and partly navigational trial. Maps showing the area to be covered by the event are Esso Road Map No. 3 or Ordnance Survey 1 in 1 mile, Sheet No. 12. All details of the event will be given to competitors at the starting point, in the slip road at Hadley Highstone, Barnet, Herts. Entrants for the event should be at the start not later than 2.15 p.m. and should provide themselves with an electric torch.

There is an entrance fee of 2s. per vehicle inclusive of passengers, and tea has been arranged at the finish.

All members and their friends, and any motorist interested in joining this club, will be very welcome. Applications for membership should be forwarded to Hon. Sec., G. F. Luck, of 27 Ferney Road, East Barnet, Herts.

ACCOCTIVITIES

ON 26th November an informal talk on road safety, driving technique, police driving instruction methods, and kindred topics, was given to a sizeable gathering of A.C.O.C. members and friends by Inspectors F. R. Priestley and R. H. Combes. Senior Instructor of the Advanced Wing Driving



HEAVE LADS! Snow and ice curtailed the M.G.C.C. of Ireland's recent Night Trial. Here is A. Gibson's 440 Austin being pushed by photographer Maxwell Boyd (right) and others over the ice on Sully Gap.

School and Road Safety Officer, respectively, of the Essex County Constabulary. An excellent evening resulted, and all present—including, it is hoped, the two speakers—regretted that the licensing laws brought proceedings to an all-too-early conclusion.

The A.C.O.C.'s "Last Wednesday" meeting, on 28th January, will consist of a film show of six Shell Film Unit productions (including "Le Mans, 1952" and "Monte Carlo Rally") at The Pavlov Arms, Page Street, S.W.1. Non-members will be welcomed.

B.T.D.A. A.G.M. AND DINNER

THE annual dinner of the B.T.D.A. will take place on 20th December, at Scotch Corner Hotel, near Catterick, following the R.A.C. Championship Trial. Tickets (12s. 6d. each) are available from Denis G. Scott, Cockshead House, Prestbury, Macclesfield. The dinner will be followed by presentation of "Stars" and "Replicas", and also a Jack Telford film show. On Sunday the A.G.M. will take place.

S.C.C. OF NORFOLK SIGN POST RALLY

ON Sunday, 23rd November, the Sporting-Car Club of Norfolk held their Sign Post Rally, a well-supported event, fortunately run in good fine weather. Thirty-seven competitors started, out of which there were 23 finishers and 14 competitors.

A check at Norwich Cattle Market each competitor was given a photograph of the first sign post and, having been successful in finding that, was then given a photograph of the next sign post: this was repeated for two more controls, but control 5 was located by map reference, where a regularity section was given in case anyone succeeded in getting through the road section without penalty points. The results proved to be ideal for the organizers, since everyone had penalties on the road section.

The winner was R. R. Bell in a 1½-litre Jaguar saloon (penalized seven marks), second was J. F. D. Riches in a 14 h.p. Vauxhall saloon (penalized nine marks), and third J. Olorenshaw (Sunbeam-Talbot "90") who was penalized 10 marks.

This was the first event in which members of the Committee were allowed to take part, and the Clerk of the Course was Dr. I. Pearce assisted by J. Forsythe and A. J. Hind; the photographs were also prepared by Dr. Pearce.

The Club was able to announce that the membership figure had now reached 150 and evidence that this had been a very enjoyable event was proved by the acknowledgment given by all competitors.

BERKHAMSTED DINNER

THE Berkhamsted M.C. and L.C.C.'s Annual Dinner and Dance was held at the King's Hall, Berkhamsted, on 28th November. In spite of very wintry conditions a most enjoyable evening was spent by 125 members and guests. After the Dinner, kind references were made to the Club in commendably short speeches. This was followed by dancing until 1 o'clock, with a break in the middle for the annual distribution of awards.



CONTROL POINT Marshals check J. Williams (M.G.) through, at an early stage of the Birmingham University M.C.'s Derbyshire Rally.

PRIZE PRE-VIEW. Major Armand Blackley, J.P., President of the Berkhamsted M.C. and C.C. and Rodney Walkerley examining the season's trophies prior to their presentation at the Club's Annual Dinner on 28th November.

LEICS. C.C. CHILDREN'S PARTY

The Leics. C.C.'s Children's Christmas Party is to be held at "The Airman's Rest", Ratby Lane, Leicester Forest East, on Sunday, 21st December. Owing to the large number of adults attending this function last year, it has been decided that a buffet tea will be available for adults accompanying children.

JOHN BULL TROPHY TRIAL

Twenty entries for the Leicestershire C.C.'s John Bull Trophy Trial were reduced, no doubt due to the wintry weather, to 16 starters, when the President of the Club saw the first car away on Sunday, 30th November.

The first observed section, Guy's Folly, caused no trouble at all, but the second Dalby Dyke, was a better indication of what was to follow, Bill Wykes making the best attempt, and failing in sub-section 5.

With the exception of Owston Woods, which stopped no one, all competitors failed short of the finish in the remaining eight observed sections, most of which were covered with some six inches of snow.

It was with some satisfaction that Ken Towle was able to announce the provisional results, without the use of the Timed Test as follows:

John Bull Trophy and Replica: W. E. Wykes (Dellow S), 27 marks lost.

L.C.C. Challenge Trophy: T. R. Wood (Dellow S), 36.

1st Class Awards: H. H. Mayes (Mayes Spl), 42; A. H. Shipley (Austin Spl), 49.

2nd Class Awards: K. M. Law (R.L.C.), 92; M. H. Delingpole (Dellow S), 61.

Team Awards: Sky Tots (Messrs Wykes, Green and Garbitt).

The delayed results of the Lonsdale Trophy Time Trial, run on 26th October were also announced as follows:—

Lonsdale Trophy and Replica: Mrs. Ruth Moore (M.G.).

1st Navigation Award: Mrs. M. Yates.

1st Class Awards: J. Dyer (Morris) H. Jelly (Vauxhall).

2nd Class Awards: A. Payne (Ford K. Root (Singer).

Novice Awards: J. Attenborough (A.C.).



MORGAN 44 NIGHT RALLY

The Morgan 4/4 Club's Annual Night Rally, held on 29th-30th November was run under severe weather conditions which helped make a most interesting event. Competitors starting from Hertford, Manchester, Gloucester and Burton-upon-Trent met varying conditions on the way to Leicester, which was the final destination.

Snow, ice and fog in the Derbyshire hills added to the hazards of the course and the last competitor arrived at approximately 10 a.m. on Sunday morning at the finish at Leicester to join the tired group of competitors and marshals for breakfast.

RESULTS

Open Class: 1, G. J. Stallard (1,267 Morgan), 111 points lost; 2, A. W. Taylor (1,267 Morgan), 123; 3, Miss A. M. Jarvis (1,098 Morgan), 153.

Closed Class: 1, G. J. Stratton (1,200 Austin), 62; 2, H. Sutcliffe (1,788 Porsche), 84; 3, A. I. Dyke (1,250 M.G.).

No complete team finished the course.



LEICESTER LANDSCAPE. Two scenes from the John Bull Trial (Above) A. H. Shipley sliding on "Up and Over", and (left) Ted Cleghorn in a flurry of snow on "Ken's Corner".

CHELTENHAM M.C. PARTY

Last Saturday evening Priory Lawn was the scene of the annual prize-giving party of the Cheltenham M.C. Awards for the season were presented by Sydney Allard, whilst B.B.C. commentator Bill Hartley acted as M.C. Quite the biggest trophy seen for some time was the enormous silver pot carried off by E. A. "Otter" Jauncey for winning the Cheltenham Trial. Dancing and merry-making carried on till midnight.

ALL YOURS. Mortimer Morris-Goodall hands the St. John Horsfall Memorial Trophy to the 1952 winner, Ernest Stapleton, while Aston Martin O.C. Secretary Dudley Coram looks on

A.M.O.C. PRIZE-GIVING

THE popularity of the Aston Martin Owners' Club is such that, in view of the elbow-jostling crowd at last year's annual cocktail party and prize-giving, the committee decided to have larger floor space, and booked at the Rubens Hotel, Buckingham Palace Road. To judge by the crowd at the 3rd December party, next year's "do" will have to be staged at the Festival Hall, or Earls Court! Awards for the season were presented by the President, Mort. Morris-Goodall assisted by Dudley Coram. Mort's presidency has given the A.M.O.C. a problem. As he is now connected with another make of car in an official capacity, the Club feels that he cannot in all fairness retain his presidency of a one-make club. Although it was suggested that an amalgamation of D.B. and "W.L." interests might help to straighten out the matter, it looks as if A.M.O.C. will shortly be asked to elect a new president.

MID-WEST BENTLEY D.C. A.G.M.

THE Mid-West Region of the Bentley Drivers' Club held their third separate Annual General Meeting on Saturday, 6th December, at the "Castle and Hall" Hotel, Marlborough, Wilts. The meeting was followed by a film show and party.

The retiring Regional Committee, consisting of H. J. K. Townshend (chairman), G. H. G. Hurton, R. A. Carnegie, Major R. Carpenter and Wing-Comdr. J. G. G. Moore, were re-elected unanimously.

At the conclusion of the A.G.M. the party carried on earnest, though very late, due to the appalling weather conditions prevailing, the film projector and projectionist utterly failing to appear thanks to almost impenetrable fog in Berkshire. A member,* bringing one of the more important films from London took 5½ hours to do some 67 miles! Nevertheless, despite considerable panic and despondency, a second projector was eventually located after many frantic

*Donald Rider



phone calls, and the owner, Mr. W. T. Calvert, very kindly cancelling a previous private appointment, agreed to fill the breach which literally saved the whole evening. After further minor misfortunes, not unconnected with adapting the new projector to suit the prevailing conditions, the film show eventually commenced, and was very warmly received by the large audience of some 105 members, guests and friends who had heroically struggled through fog, snow and ice to be present, this despite the fact that no members whatever had been able to get through from anywhere east of Newbury or north of Swindon, with the one exception previously mentioned. But for the vagaries of the British climate there is no doubt that the party would have numbered well over the 150 originally anticipated.

It is believed that there was a very fine array of vintage cars in the High Street to the tune of some 30 or 40, but thanks to the fog, they were completely invisible from any distance greater than five yards, and on being reclaimed by their respective owners just after midnight, they were found to be completely white with frost and several tolly minutes were spent, aided by considerable profanity, in trying to clear windcreens frozen solid, on both sides!

N. LONDON M.C. FILM SHOW

ON Wednesday 3rd December, over 250 people attended the Film Show put on by the N. London M.C. at the White Lion Hotel, Edgware. The evening was very cold, so most of the audience kept their coats on, but the sight of Fangio drifting at Silverstone soon warmed them up. The films were old, featuring 1950 and 1951 events, but rather than detracting from their interest this added to it, and with the riding of Geoff Duke to marvel at in the T.T. films, and the pleasures of seeing the Formula 1 cars in action again at the Royal C.P. of Europe, a thoroughly enjoyable evening was had by all.

NORTH MIDDLE AND SPORTING TRIAL

PROVISIONAL RESULTS

1. J. Lumley, 14 marks lost; 2. N. H. Coates, 21; 3. Edward Harrison, 28

Souvenir Awards (in order of merit): Cyril Corbushley, Mike Beardshaw and Tony Aildred (equal), Edgar Wadsworth

Team Prize: Lumley, E. Harrison and Mrs. M. Wilde

RACING AND SPORTS-CAR TUNING

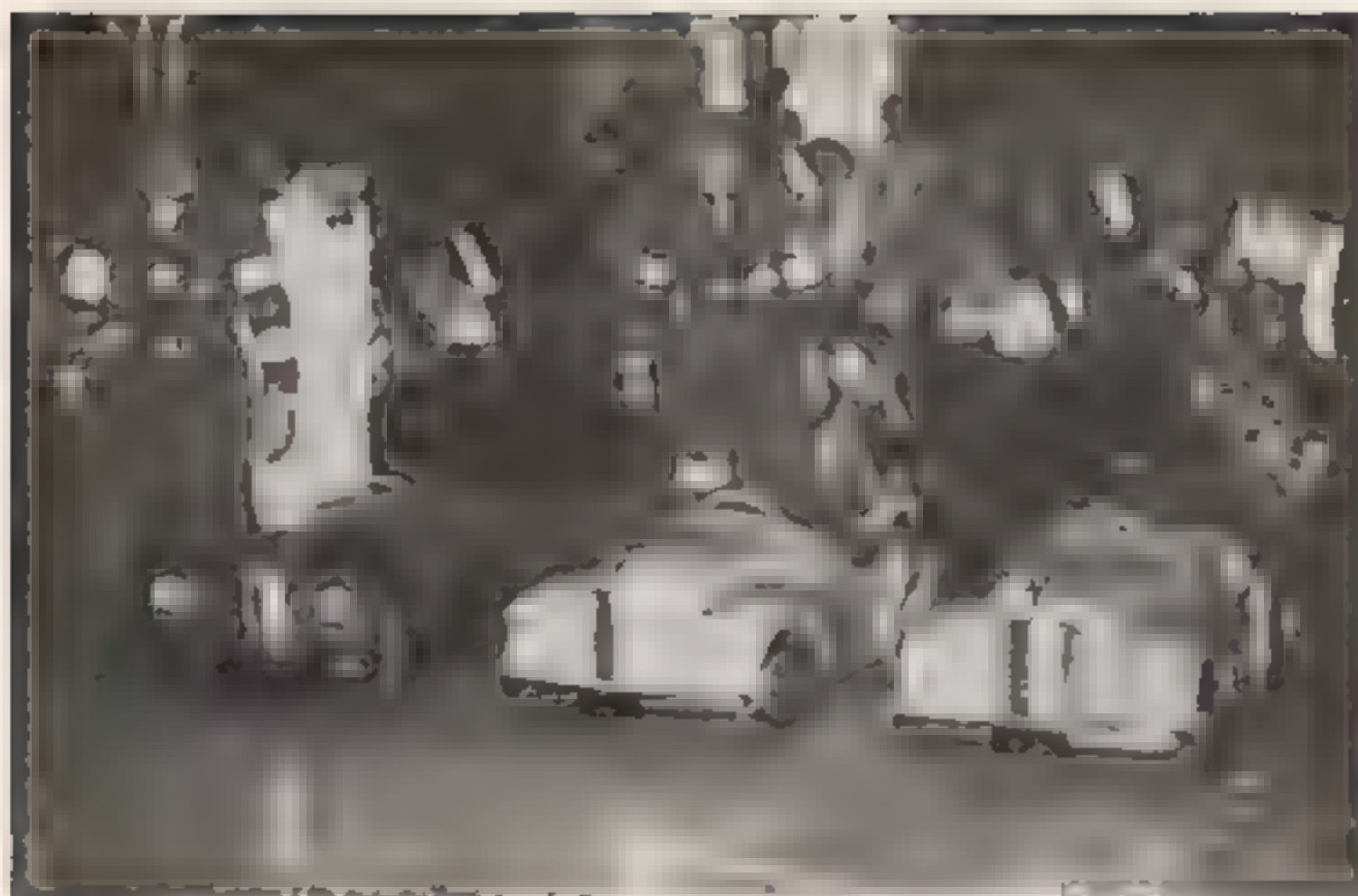
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Scrutineer Jim Matthews, aided by Dick Jacobs (centre), checks the entry of Austin 440 pedal cars in "Le Petit Grand Prix de West Essex", a special attraction at the W.E.C.C. Annual Dinner.

WEST ESSEX C.C. DINNER/DANCE

Fun and Frolics at Walthamstow

THE Annual Dinner and Dance of the West Essex Car Club was held at Walthamstow Assembly Rooms on Thursday 4th December. Altogether about 550 members and friends attended. Following an excellent meal the Toast of the Guests was proposed by the President, The Hon. Gerald Lascelles, who extended a warm welcome to all the guests and outlined the activities of the club and of some of its more outstanding members during the past year.

The response was made by G. N. P. Edwards, Esq., who thanked the club for its hospitality.

The Toast of the Club was proposed by that veteran racing driver S. C. H. Davis, who stressed that the West Essex Car Club has with the aid of the racing circuit at Barchin, become one of the major clubs of the country. Dick Jacobs replied on behalf of the Club.

Owing to the indisposition of the Hon. Mrs. Lascelles, Mrs. Anderson, the wife of the Vice-President, presented the awards.

The Warden Memorial Trophy and the Raymond Way Trophy were won by Roy Salvadori, and the Jaguar Trophy by Hugh Howorth. The Tim Birkin Memorial Trophy (which was presented to the club by Mrs. Buxton, daughter of the late Tim Birkin) went to G. Hollington and The Mill Trophy to Trevor Line.

The stage background was set off by a new Mark VII Cooper, kindly loaned to the club by Cooper Cars, also Tony Rumbold's Cotton Special. Climax of the evening was "Le Petit Grand Prix de West Essex". This consisted of two-stage blown pedal Austin A40s which were driven by well-known racing personalities in three heats. The winner of the final was Ken Gregory, the Secretary of the Half Litre Club, who received a

handsome china urtic which he will always treasure as one of the best pots he has ever won.

SCOTTISH CLUBS FETE GEORGE MURRAY-FRAME

IN the Green Room of the Royal Scottish Automobile Club last Friday evening, friends and club representatives of the Scottish car clubs gathered to do honour to George Murray-Frame's feat of bringing a Coupe des Alpes back to Scotland from the hazardous Alpine Trial.

The dinner was sponsored by the Royal Scottish A.C. and the occasion pleasant and informal. Chairman Alex Frew in a brief speech reminded the audience of Murray-Frame's pre-war triumphs in Scottish trials and of the notable Singer team in which he was the leading light. An all-round performer George was, for a season, champion driver of the Scottish Sporting Car Club and winner of many rally awards.

Since the war George's competition appearances have been remarkably few, remarked the speaker, and his winning of an Alpine award, driving in the Sunbeam-Talbot team, was all the more worthy of honour.

Murray-Frame replied in suitable vein and there were speeches by A. K. Stevenson and Norman Garrad. These were followed by the Rooter film "Journey to the Alps", and the whole made both a pleasant evening and a worthy gesture of recognition to George Murray-Frame's very fine performance.

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Meetings: Every Friday, 8.30 p.m.

Bulletin: News Circular, issued periodically. Editor: D. G. S. Williams, 60 Hurst Park Avenue, Cambridge

Whether associated with R.A.C.: No. Approximate Membership: 100

Annual Subscription and Entry Fee: No Entry Fee. Annual Subscription: Full members £1. Associate members 10s.

Hon. Secretary: A. G. Cooper, 31 Hils Road, Cambridge. Telephone: Cambridge 4420.

Note: Since the Cambridge University Automobile Club caters only for members of the University, A. G. Cooper and G. S. Williams had been inactive for some time. The club was revived in March 1950, its first year for recruiting members in Cambridge and district, and decided to name it in the year in which it was formed.

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Full instructions and labels will be sent to readers immediately upon receipt of order and remittance.

A limited number of already bound volumes Nos. 3 and 4 are still available at £2 15s. and £2 17s. 6d. respectively, and single copies of some back issues of AUTOSPORT can also be obtained to enable readers to complete their sets for binding.

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News from the Clubs—continued

FURNESS D.M.C. DINNER

At the Annual Dinner of the Furness District M.C. on 5th December, the Chief Constable of Barrow, Mr. S. Ballance, spoke of the value of motor clubs in extending road safety, declaring that were all road users to follow the example of club members in maintaining their vehicles properly and driving properly, the accident rate could be cut by 50 per cent.

The Club had shown a good recovery from a bad financial start, and looked forward to a more stable year in 1953.

BMW CLUB

The BMW Car Club Rules have now been issued, and reveal that ownership, past or present, of Bristol, Frazer-Nash (post-war), APM(!), Ventas or Meteor cars qualifies for membership. Objects of the Club are to promote interest in BMW and associated makes, to maintain a Register of owners, to exchange and pool data of all kinds, to form a spares pool, to create a library of handbooks, etc., to hold social and perhaps, competitive events, and to circulate a regular Bulletin.

Ron Willis, of BMW-Bristol fame, has joined the Club, and is on the Committee. Subscription per annum is £1, and there is no entry fee for membership. The Hon. Sec., to whom enquiries should be addressed, is R. J. T. Hewitt, 3 St. Leonards Court, East Sheen, London, S.W.14. (PROspect 2177)

750 M.C. WROTHAM CUP TRIAL

ON Sunday, 21st December, the 750 M.C. are holding their Annual Wrotham Cup Trial in Kent. This is an invitation event, with the Berkhamsted, Hants and Berks, Herts County, Hordsham, Kentish Border, London and North London Enthusiasts' Clubs eligible to compete. The course will be over a distance of about 15 miles, starting and finishing at the Spring Tavern, Wrotham, on the London to Maidstone A20 road. First car leaves at 12.01 p.m.

Entries must reach the Secretary of the Meeting by 13th December. He is A. W. Butler, of 1 Hawkhurst Way, West Wickham, Kent.

COMING ATTRACTIONS

December 12th. Cornwall Vintage C.C. Night Navigation Trial. Start, Chiverton Arms, Blackwater, 6.30 p.m.

December 13th 14th. Manchester Univ. M.C. Christmas Rally, N. England and Wales. Starting points, Measham, Chapel-en-le-Frith

December 14th. G.P. of Rio de Janeiro (F2), Gaven, Brazil. Shenstone and Dist. C.C. Chase Trophy Trial. Start, Bassett's Pole, approx. 10 a.m. Maidstone and Mid-Kent M.C. Trial, Start, Hayne's Garage Ashford Road, Maidstone, 11 a.m. Thames Estuary A.C. Christmas Trial, Essex. Munster M.C. Trial, Eire. Torbay M.C. Trial, Dartmoor area. Plymouth M.C. Trial, S. Devon. N. Devon M.C. Trial, N. Devon. Severn Valley M.C. Trial, Wrekin. W. Hants. and Dorset C.C. Trial, Start, St. Leonard's Hotel, Ringwood-Ferndown Road, 10.30 a.m. M.G.C.C. (N.E.) Rally. Newcastle and Dist. C.C. Hunter Cup Trial. Start, Benwell House Hotel, Newcastle, 2.30 p.m.

BOXING DAY TRIAL

FOLLOWING their usual tradition, the M.G.C.C. (S.W. Centre) are holding the Annual Cecil Kimber Trophy Trial on Boxing Day, over a non-damaging route of about 30 miles, starting and ending at the Mile 3 Roadhouse, on the main Bristol-Bridgwater Road, at 12 noon. This event is run primarily for standard sports-cars, but there will be classes for saloons and specials. It is a closed invitation event, open to members of the M.G.C.C., Bristol M.C. and L.C.C., Cheltenham M.C., London M.C., Sunbac, Taunton M.C., W.H. and D.C.C. and the Vintage S.C.C.

Entries can be made forthwith to the Secretary of the Meeting, G. W. Best, to reach him at Hursley Garage, Whitchurch, Bristol, by Friday, 19th December.

Michael King, Press Secretary of the S.W. centre, is taking over the Hon. Secretaryship. His former post is being filled by Charles Toomer.

V.S.C.C. WITLEY RALLY

7th December

RESULTS

Class I (Vintage Cars over 1,500 c.c.):

First Class Award: J. Vesey (1928 Lancia)

Second Class Awards: J. Jane (1925 Lancia); N. Routledge (1924 Morris).

Third Class Award: C. J. Richardson (1929 Alvis).

Class II (Vintage cars under 1,500 c.c.):

First Class Awards: M. Arnold-Forster (1925 Frazer-Nash); B. E. Brown (1930 Frazer-Nash)

Second Class Awards: G. H. Gabagan (1926 Bugatti); D. Wood (1923 Riley).

Third Class Award: J. Bonham Christie (1927 Frazer-Nash).

Post-Vintage Thoroughbred Class:

First Class Award: E. J. Laker (1934 Riley).

Second Class Award: R. Truscott (1934 Frazer-Nash).

Special Award (best light car): D. Wood (1923 Riley)

CLUB FIXTURES

Cheltenham M.C. Xmas. White Dove, 12th December. Priority Lawn, High Street, Cheltenham. 7.30 p.m.

Hants and Berks M.C.—Annual Dinner Dance, 12th December. Falcon Hotel, Woodley Aerodrome.

S.A.R.C. (South Centre)—Annual Dinner Dance, 12th December. Grand Hotel, Harncliffe.

N. London E.C.C.—Xmas. Run Dinner, 14th December. To Royal White Hart, Beaconsfield.

Lagonda Club Xmas Party, 15th December. Rubens Hotel, Buckingham Palace Road, London S.W.1. 7.30 p.m.

Northampton and Dist. C.C.—Xmas Party Draw 16th December. Easter Hall, 7.30 p.m.

Southern M.C.—Downstage Dance, 17th December. Clarence Pier Pavilion, Southampton, 8 p.m.

Singer O.C.—Eggs Show, 17th December. Ashton's Hotel, Princes Street, W.2.

Bentley D.C. Xmas, 18th December. King's Head Hotel, Southampton, 8 p.m., and Exeter Airport Clubhouse, Hutton Clyst, Exeter.

Hants and Ches. C.C. Xmas Rally and Hot Pot, 18th December. Ladbroke Hotel, Fer Road, Basingstoke.

Vintage S.C.C.—Third Thursday meeting, 18th December. White Lion, Cobham, Surrey.

London M.C.—Third Thursday meeting, 18th December. Mason's Arms, Maddox Street, London W.1, 7.30 p.m.

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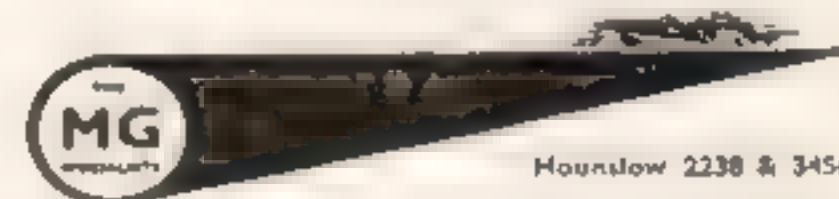
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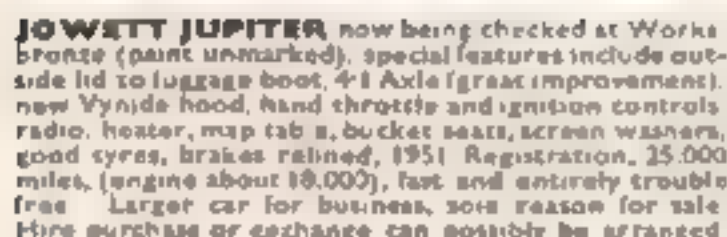
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Classified Advertisements—continued

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SCOTCH CORNER

By "AENEAS"

GENERALLY one of the liveliest parties of our Northern social season, the M.G. Car Club's Scottish Centre lived up to its reputation by staging team driving tests in the ballroom of Edinburgh's Grosvenor Hotel last Friday night. Four-wheel bogeys—on which rack and pinion steering was by wild guesswork alone, all-too-independent i.f.s. and rear brakes bearing leading and trailing shoes over feet which strayed too near, made the duels fought by the half-litre boys seem like kid stuff.

There were shining examples of drifting technique on a wobble-wobble outlined by champagne bottles—the shine being mostly on the seats of drivers' pants as they slid madly after the bogeys from which they had been tipped by their female mechanics. Despite exhortations and tuning by John Brown and Norman Lithgow the superb captaincy of Bert Kay and Douglas Mickel resulted in a magnificent victory for the M.G. team over the horde in H.R.G.s, which was only right. After all, whose party was it and who did the bogeys belong to?

Among the guests were good M.G. friends John Thornley and Russ Lowry, with John contributing his quota to the minimum of speechmaking, and his good lady handing over the year's awards. Quite the biggest collection of silverware was garnered by Micky Gillespie and it looks like, besides needing an extra sideboard, Micky will be a drain on the National Health thing with a bad dose of housemaid's elbow in keeping his various trophies polished.

AT the M.G. dinner/dance I had a word with Bob Dickson. The Carlisle driver is a stout supporter of our Scottish club events and, like the Neill lasses, is a great believer in the Standard engine. With Comish Hunter he took a Morgan on the Alpine and he tells me that he is co-driver in a Standard Vanguard in the Monte Carlo Rally. Like David Murray and Tommy Wisdom, Bob figures that the Lisbon start has the best chance of good weather so that's where he's making for.

BILL LAMB is coming back into the sport and has bought the ex-Barrington-ex-Findlay Ausfod which had a good reputation in our Scottish trials. Mud-plugging is at a low ebb in Scotland just now, but there is a lot of talk about trials being bandied about. Perhaps Bill's purchase is a straw in the wind and, yarning with Peter Goodall recently, I was told that he and Lamb hope to get a few of the old trials types together for a natter in the near future. What comes out of it will be seen in February when the Lothian C.C. hopes to lay on a full-day trial, with Bob Welsh in charge of organization.

THE re-formed car section of the Lanark M.C. had a film show out at Hamilton recently and there was a really good turnout in the Royal Hotel there. Films ranged from Festival Log Books to romance and racing among the bespectacled backroom beaus of the tyre industry, and was followed by the usual natter. This club has enthusiasts Jimmy Murray, Bill Watson and Jimmy Collins among its officials and should provide some interesting events on next year's calendar. They have a growing membership and everyone seems very keen, turning out in good numbers for two recent rally events.

TONIGHT the members of the Scottish Sporting Car Club gather for their annual shindig in Glasgow's Central Station Hotel. Bill Callander tells me that there has been a tremendous rush for tickets and there just ain't any left. A good time is assured at this affair, so if you haven't got a ticket it's just too bad.

The S.S.C.C. are next on the sporting calendar with their Cat's Eye Rally. This is an evening event on 16th December, with simple driving tests, but what I hear is a complicated route. Start is at Blythswood Square, Glasgow, at 7 p.m., and just in case you can't get the route completely unravelled, the finish is in Gryffe Hotel, Bridge of Weir, so we'll be seeing you there!

A Racing Rarity—

continued from page 767

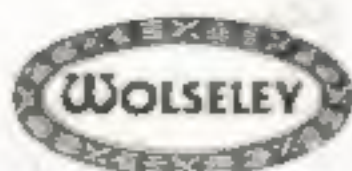
Bugatti. Then he returned to the Kesselberg in Germany, this time to come up against the new German G.P. cars; the result was Stuck best with an Auto Union, Caracciola second in a Mercedes-Benz, and von Delius third in a 2.6-litre Alfa Romeo, beating Zanelli. Clearly the Nacional Pescara was showing its age now—and also, perhaps, its lack of a supercharger.

Nevertheless, 1935 saw it out again, still unblown, and looking as it did in 1931, and after being narrowly beaten by Chambost's Maserati at Alpilles, Zanelli turned the tables on the Frenchman at Val-de-Cuech, setting B.T.D. and a new record. At Kesselberg in June, Zanelli ran in the over 3-litre class, which suggests a spot of over-boring, and finished second to Stuck's 6-litre short chassis Auto-Union, only 4 secs. slower. He then went to the Grossglockner climb to gain a third in the unlimited category. Came 1936, and Zanelli's last "place" with the car at La Turbie, third to two G.P. Maseratis driven by Chambost and Hans Ruesch. Thereafter the Nacional Pescara was seen no more, which was hardly surprising with the Spanish Civil War brewing. It would be nice to know if either of the two cars has survived, and is lying, intact, somewhere in Spain today; as the marque which once defeated the strongest Continental hill-climb opposition and won the Mountain Championship of Europe, a Nacional Pescara would be well worth preserving.

C. P.

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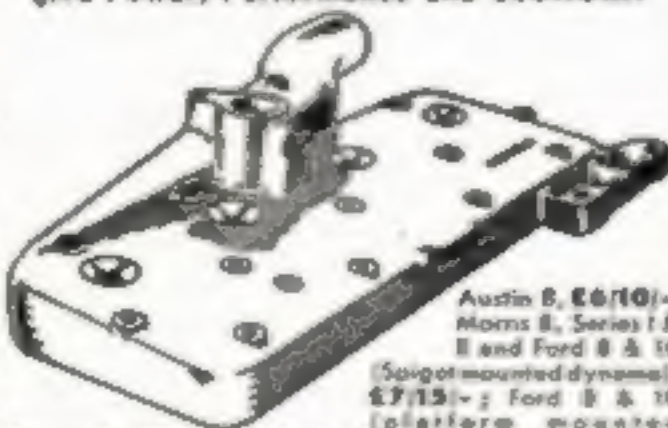
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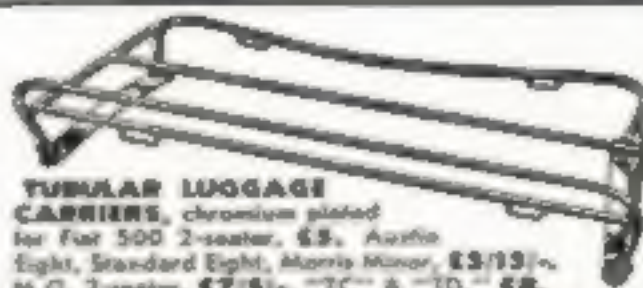
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